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No. 1963



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ECONOMIC AND INDUSTRIAL AFFAIRS

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POLISH-BULGARIAN ELECTRICAL MACHINERY TRADE ACCORDS NOTED

Warsaw GLOS PRACY in Polish 28 Nov 79 p 6

[Text] Bulgaria belongs to the group of the largest partners of Polish foreign trade. Approximately 70 percent of the value of mutual turnovers is in the electromachinery industry products field. In 1978 the associations subordinate to the machine engineering industry exported to Bulgaria products valued at approximately 404 million foreign exchange zlotys, and purchased in Bulgaria products for 387.6 million foreign zlotys. In 1979 the volume of Polish electromachinery exports will probably reach the sum of approximately 473 million foreign zlotys (106.5 million rubles), and imports--approximately 393 million foreign exchange zlotys (88.6 million rubles).

More or less three-fourths of Polish electro-machinery exports consist of automotive equipment, construction-road machines, aircraft equipment and engines, machine tools, textile machines, electrical machines and apparatus, and also general use electronic equipment. These amounts, however, do not embrace ships or ship fittings, agricultural machines and tractors, power and mining machinery and equipment, or complete installations. This assortment is exported by the Ministry of Heavy and Agricultural Machine Industry,

One of the understandings describes mutual deliveries of automotive equipment in the years 1981-1985. Poland will supply, among others, to Bulgaria 15,000 125-p Fiat's and 21,000 126-p Fiat's, and, in addition, certain quantities of delivery trucks, microbuses and camping trailers. The second agreement anticipates that in the years 1981-1985 Poland will supply to Bulgaria machine tools valued at approximately 284 million foreign exchange zlotys, and will purchase in Bulgaria machine tools of various types for a sum of nearly 391 million foreign exchange zlotys.

Poland has submitted proposals for the participation of our industry in the modernization of Bulgarian foundries, in designing the expansion and reconstruction of the high-compression engine plant in Varna, and in designing an assembly building in the "Madara-Shumen" Combine.

RAPID DEVELOPMENT, WISE USE OF ELECTRIC POWER NEEDED

Tirana RRUGA E PARTISE in Albanian Sep 79 pp 49-59

[Article by Alfred Paloka and Llazar Papajorgji "Problems of the Recent Plenums of the AWP Central Committee" section: "Not Only a Rapid Development of Electric Power, but Also Its Utilization With Economy and Effectiveness"; passages between slant lines printed in boldface]

[Text] As in all fields of the building of socialism and defense of the country, in the important projects of electrification and of electric power development, the Albanian Workers Party has been guided by Marxist-Leninist teachings on electrification. The party has considered the electrification of the people's economy on a broad scale as the foundation on which the technical-material base of socialism is built. "We," V.I. Lenin said, "must have a new technical base for the building of the new economic system. Electrification is this new technical base. We must build everything on this base" (V.I. Lenin, Works, Volume 33, p 31).

Implementing these teachings in a creative way, in these 35 years of the people's government Albania managed to establish a powerful electric power base with great hydroelectric and thermoelectric power stations connected in a single modern electric power system. The successful completion of the great action of the electrification of all villages and the supply of the most remote corner and house of the fatherland with electricity placed our country among those few nations in the world that have had such an achievement.

In its policy in the field of energy, the party has always correctly evaluated the role of electric energy in developing the production forces of the country, in increasing the labor productivity of society and in promoting technology. In all the plans of our economic and cultural development, the tempo of the expansion of the electric industry has always been higher than those of industrial production. Consequently, in 1977 production of electric power was about 330 times greater than that of 1950. Today, in one single day our country produces as much electric energy as was produced in one year before the liberation of the country.

The process of the development of electric power has been carried out in harmony with the stages of development of the entire economy of the country. It was particularly after the fierce imperialist and revisionist blockade that the Albanian Workers Party further perfected the program for the development of electric power by undertaking the construction of large and giant projects which, on the basis of their size and the complexity of the construction processes, can be compared to those of the developed industrial countries in Europe.

Along with the development of electric power, a particular importance has been given to the electrification of work processes in the different sectors of the economy. Our industry is characterized by a high level of electrical equipping of work areas. The equipping of the other sectors, such as the transportation sector, the agricultural sector and so forth, is being accelerated at high rates. The successful completion of the electrification of all villages of the country constitutes, from the economic and social point of view, a victory of national dimension with a particular value for the present time and for the future of our socialist fatherland, while, from the ideological and cultural point of view, it is of importance because it opens new prospects for the further expansion of the ideological and cultural revolution. Playing an important role in speeding up the gradual narrowing of essential distinctions between villages and cities, the complete electrification of villages has created suitable material conditions for accelerating the processes of the many-sided transformation of the way of living in the village and has paved the way for the time being and, specially for the future, for increasing the level of electrification of agricultural production--one of the basic conditions for further increasing the social productivity of labor and for facilitating agricultural work.

The prospects for developing electric power are magnificent. Thus, it is planned, in 1980 alone, to produce about 1.8 times more electric power than it has produced in the first 3 five-year plans taken together. The consumption of electric power per capita of the population in 1980 will be more than 130 times what it was in 1960.

The great tasks assigned by the Seventh Congress of the Albanian Workers Party in the field of power require a general mobilization of all creative energies of the workers of this sector, placing the further and rapid development of electric power on healthy bases and establishing a strict system of economizing in its utilization.

/More attention should be given to the improvement of the effectiveness of capital investments in the field of electric power/

Electric power constructions, as projects with a high level of centralization and automation, in general, require large capital investments. Thus, during the first 3 five-year plans, investments in the electric power industry were 15.5 percent of the total investments; and in the Fourth and Fifth Five-Year Plans investments in the electric power sector were 20 percent and 30 percent, respectively, of the total investments of the industrial sector.

The successful fulfillment of investments in the electric power sector made it possible to construct large electric power projects which, since 1957, have been studied, designed and constructed with our own forces, such as the Vau I Dejes hydroelectric power station with an established power of 250 MW [megawatts], the "Light of the Party" hydroelectric power station in Fierze with an established power of 500 MW, the thermoelectric power station in Fier with an established power of 100 MW and so forth. The experience gained from the construction of these magnificent power projects made it possible to design and begin work on the construction of another large hydroelectric power station--the Komani hydroelectric power station with an established power of about 3 times that of the Vau I Dejes hydroelectric power station. Other hydroelectric and thermoelectric power stations will be constructed in the future; they will require new and important investments. However, the construction of large electric power projects is accompanied by the development and intensification of the electric network and the electric system in general which also require considerable capital investments. Therefore, the party assigns the task that particular attention be given to the improvement of the effectiveness of investments being made and to be made in this field in the future. This is also because of the fact that there are many reserves whose exploitation would bring great profits to the economy.

The experience acquired, especially by the designers and builders of the "Light of the Party" hydroelectric power station, shows that now we have all the opportunities for moving on to the construction of hydroelectric power stations with newer scientific methods that guarantee the reduction of construction costs without damaging the quality of work.

The designing of every project at a high scientific level and the scientific organization of work for the construction of power projects play an important role in improving the economic effectiveness of investments in the electric power sector. Of particular importance in this area are the designing and execution of projects for the organization of works with scientific discipline, as well as the concentration of forces and of the technical and material construction base, in order to guarantee the construction of projects within the shortest deadlines possible and with the least expenditures possible. Such an action reduces the period that the large monetary assets that could be effectively used in other fields are tied up. Therefore, the party has assigned designers and builders the task of working on a higher scientific level by making better use of contemporary accounting methods and means that create opportunities for setting, in advance, the construction deadlines and best schedules for fulfilling work operations on time and at low costs.

The improvement of the effectiveness of capital investments in the energy sector is connected with the exact determination of the needs of consumers, by branches of the people's economy, for electric and thermoelectric power, as well as with the most effective consumption of electric power. To achieve the most accurate determination possible of the requirements for electric power it is necessary that the scientific study methods be assimilated and implemented; they provide the fulfillment of the true prognoses for the consumption of electric power for long and for short periods. Thus, for example,

with the method of extrapolation or of correlation which is based on the study of the rates of development, of a reciprocal relationship and of harmonization of the production of electric power with the development of the different branches of the economy, it is possible to make prognoses for periods of 5-10 years and for longer periods of 15-20 years. While, for the utilization of electric power with higher effectiveness, especially for its utilization for mineral ores extraction and processing, the assimilation and use of contemporary technological methods require particular attention. Some preliminary studies that have been carried out reveal that the use of electric power in the processing of our mineral ores is of great effectiveness.

There are problems concerning the use, with great effectiveness, of investments in the constructing of electric lines and sub-stations. For this it is necessary to further strengthen the study work to determine the best form possible for the electric network and to study the best work systems for the power stations within the system and so forth. The study work being carried out to improve the stability of the electric power system, to determine the most suitable form for the system and to use the reservoirs of the hydroelectric power stations with effectiveness and so forth shows that now we have the possibilities and skills for tackling these problems in a better and more thorough manner.

The collecting and perfecting of the experience gained from the construction of present projects play an important role with regard to the effective utilization of investments in the electric power sector. However, it has been observed that in this area there have been delays and underestimation. It is for this reason that in the future, as the Seventh Party Congress also stressed, it will be necessary to do better work for the generalization of experience and for the accurate recording of work processes and of expenditures made for the construction of various projects. In this framework, it is necessary to better establish the norms for amortizing projects and those for consuming energy for every product unit or for every unit of producing area and the norms for using combustible materials, and the losses of electric power in the lines and so forth; these are problems which are often neglected or which have been solved defectively.

The present experience in the construction of electric power projects has shown that a very important factor for improving the effectiveness of investments in this field is the experience gained in the use of these projects in a complex way. Thus, in the construction of hydroelectric power stations the utilization of water reserves for other purposes can be better examined, such as for irrigation purposes, for the industrial and communal use of water, for fish breeding, for the development of water transport and so forth. During the designing, construction and utilization of thermoelectric power stations, the problems concerning the supplying of technological steam to industrial enterprises those concerning the heating system of social and cultural building and dwellings and so forth must be examined much better.

/Great opportunities exist for increasing the electrical equipping of work in the different sectors of the economy/

The powerful electric power base created in our country has made it possible to provide a continuous increase in electrical equipping of work in all branches of the economy. Such a thing is also proven by the fact that in our country the increasing rates of the use of power for production purposes are higher than those in many other developed countries in the world, where the consumption of electric power is doubled on an average of every 10-15 years, whereas, in our country, it is doubled approximately every 5 years.

The structure of electric power consumption has responded and is responding to the economic development of the country. Thus, at the end of the Fifth Five-Year Plan, the main sectors of the people's economy used about 74 percent of the total power consumed. The increase of electrical equipping of work in the sectors of industry, mines, communications and so forth has resulted in the further increase of labor productivity and has become a great support for the continuing development and expansion of the technical and scientific revolution in these sectors.

The development of the economy at a rapid and steady pace and the construction of new projects with a high level of technical centralization and technical equipment, such as the "Steel of the Party" metallurgical combine, the "Enver Hoxha" auto-tractor combine, the Ferrochromium plant, the "Gogo Nushi" nitrate-ammonium plant, the processing plant for petroleum in Balish and many other important projects have been accompanied by the increased level of mechanization and electrification of production.

The creation and functioning of industry for the production of materials, equipment and electrical machinery has played and plays an important influential role in increasing the electrical equipping of work. As a result, our socialist economy produces and provides, with its own forces, the great majority of electrical materials, equipment and machines needed for the electrification of lines, factories and social-cultural projects and so forth, from conductors, electric cables, switches, fuses, electric motor starters and electric bulbs to the production of complete industrial panels for electric generators, power motors with various rotations, powerful transformers and so forth.

The construction of large electric power projects has created the conditions for giving a powerful development stimulus in the future to the processing of domestic raw materials on the basis of electrical technology. In this direction of particular importance are the study and assimilation of electrical-technological methods for processing industrial products and raw materials and the determining of the economic effectiveness of the use of these methods in comparison with other methods.

However, some cadres and workers consider them as issues of "convenience" and of second-rate importance, belonging to the distant future. This is why

the party organizations and state organs in economic enterprises, as well as ministries, must combat more vigorously all restraining concepts that prevent the electrification of work processes. Because, it is a fact that, despite the results achieved, there still are many cases showing an underestimation of these important problems.

The raising of the level of mechanization and of the electrical equipping of work processes in agricultural and livestock sectors exercises a great influence over the successful fulfillment of the great tasks assigned by the party for comprehensive development in villages and in agriculture. Studies for designing and producing mechanisms and electrical equipment for improving auxiliary works in agriculture and livestock sectors are among the present tasks assigned to the technical and scientific revolution for solution. This will free many workers from auxiliary works so they can be employed in the main sectors of the agricultural economy.

The present stage of the country's development requires that efforts for the electrification of work processes in production be placed on more scientific bases and, relying on studies, the continuous improvement of the level of electrification of work processes be determined and planned in a more precise way, in harmony with the concrete conditions and prospects of development of the country, relying on correct political, technical and economic criteria. For this purpose it would be appropriate for every enterprise and branch of industry to have work and study groups entrusted with the pursuing and solving of these very important problems.

/Increasing the certitude of supply to consumers and using electric power sparingly--very important tasks/

At the Seventh Party Congress the following was emphasized; "All measures must be taken to assure high preparedness and coordination in the work of all hydroelectric and thermoelectric power stations; the new projects especially, must provide an uninterrupted supply of electric power to consumers; and the system of saving electric power must be strengthened to a greater extent" (Mehmet Shehu, "Report on the Sixth Five-Year Plan," p 45).

Uninterrupted providing of electric power, with qualitative parameters within the limits determined by technical conditions and technological parameters of consumers, presents the workers of the electric power system with great tasks and responsibilities, because, the interruption of power and reduction of its qualitative parameters create disturbances that can lead to great losses of production and to the damaging of machinery and production equipment, especially in the metallurgical industry, the chemical industry, the petroleum processing industry and so forth.

The work experience amassed up to now, and especially, the analyses of some breakdowns that have occurred in some cases, show that reduced certitude in supplying consumers with electric power has stemmed mainly from reasons of a subjective character, as a result of insufficient work and care on the part of the workers of electric power enterprises.

A great number of specialists with middle and higher education are working in this sector; they deal with activities that assure the normal functioning of the electric power system. Experience shows that in those enterprises, where these personnel execute their tasks with scientific discipline, the functioning of the different links of the electric power system has been good. However, there are cases in which, because of insufficient work on the part of the service personnel in electric power stations and sub-stations, the command, protection and control devices have not functioned normally—a fact that has caused anomaly in the electric power system and, consequently, has resulted in the failure to satisfy the ever increasing demands of consumers in a qualitative manner. The comprehensive study work and concrete aid which should be provided, in a better way than up to now, by the specialized workers of the General Directorate for Electric Power Stations will be a great influence in averting these defects.

However, interruptions of the electric power supply have also been caused on certain occasions by the failure of electric power equipment to function normally; this is mainly due to the poor work of the designers and workers of the foreign trade sector who must give greater attention to making reliable equipment function normally. Whereas, the experience of workers of many electric power enterprises, such as those of the thermoelectric power station in Fier, who, with their own forces, have carried out modifications and improvements in many pieces of equipment which did not work normally, shows that great opportunities exist for minimizing the influence of one of the main causes of lowered certainty in the work of the electric power system and for achieving a normal functioning of equipment.

The strengthening of scientific discipline in work by the workers of the electric power system is of particular importance in this field. Practice shows that there have been cases when, because of failure to execute discipline and because of weaknesses in work organization, outages have occurred and have been accompanied by economic losses. This is why the strengthening of control over the execution of regulations in every link of the power system and the maintenance of all equipment and devices, with scientific discipline, by everyone from the simplest worker up to the individual and specialized sectors at the center constitute the main road to avoid breakdowns and provide the normal supplying of consumers.

The measures taken and being for further improving the electric network, the closing down of the 220 kilovolt ring and its replacement by the Fierze-Burrel Elbasan network, the setting-up of modern protective devices and their registration on the basis of most exact calculations, using electronic computer technology with effectiveness, show that opportunities exist to tackle these problems more thoroughly and to noticeably improve the certainty of the functioning of the electric power system.

The problems dealing with the /further strengthening of the system of conservation/ in this sector are of great importance. The great rates of production and of utilization of electric power and the expansion of its use in

all the country, the party has emphasized, assign, as a great task, the exercising of a strict discipline by all the people, without exception, over its production and utilization with great savings.

Conservation of electric power is a very important component part of the system of conservation in our people's economy. The implementation of the tasks in this field is closely connected, among other things, with the understanding of the situation of the fierce imperialist and revisionist encirclement and blockade, as well as with the execution of the principle of relying on one's own forces.

Certainly, if the party strongly stresses the necessity to strengthen the system of saving electric power and combustible materials, this does not mean that we have an electric power crisis. On the contrary, we not only fulfill our own energy needs, but we also export. However, it would be unpardonable and with negative consequences if we would not combat the wrong idea that, since we have no energy crisis in our country, therefore, let us use power with an "unrestrained hand," without thinking how much it is spent to provide this power. We emphasize this because the rapid development of electric power has created a kind of self-satisfaction and of euphoria among some workers and cadres. This, as well as the fact that in the structure of expenditures, expenses for electric power represent a small amount, because, the price of electric power is low, has been the reason that certain cadres and specialists do not attach the necessary attention to the problems dealing with the conservation and most effective use of electric power. Therefore, the party has set the task that this problem be understood in all its depth, not simply because of the place of electric power in the cost of products, but also because of the fact that for the production of 1 kilowatt-hours of electric power 0.4 liter of petroleum or 2 kilograms of coal are expended and, that because of restrictions or interruptions of electric power, great production values are lost. Also, in making calculations one should take into consideration the fact that colossal investments are made for the construction of electric power projects. The saving of only 1 percent of the electric power produced today in one year is equal to the expenditure for the construction of about 250 residential apartments, whereas, the value of the industrial production recovered from the savings on the use of this power is equal to the value of the construction of about 10,000 apartments. From this data alone one can understand the great importance of saving electric power.

However, conservation and utilization of electric power sparingly are connected with many factors and are problems that concern everyone. They are connected with the rational utilization of the reservoirs of hydroelectric power stations, and with the conservation of energy in the work place, and in every factory, plant and social-cultural project, as well as in every family. The conservation of energy is connected with simple actions and with complicated actions, actions dealing with a serious study work, undertaken both by the workers who produce electric power and by those who use it.

It is necessary that, in every economic unit and enterprise, the technical norms for consuming electric power be studied and determined for each production unit and that efforts be carried out to implement them rigorously. Thorough penetration inside the main units of the high tension enterprise and correct solving of the problem concerning internal and external lighting also constitute important reserves for saving electric power and so forth.

The workers of the electric power system have special tasks with regard to saving power, beginning with the rational utilization of raw materials for producing electric power down to reducing its losses and reducing the power used for internal needs of power stations. Of particular importance in this field are the following: the complete utilization of the calorific capacities of combustible materials, which is related to the knowledge of their physical-chemical characteristics and to their maintenance, transportation and the assurance of their complete combustion; the best possible utilization of water reserves of the reservoirs of hydroelectric power stations, which is related to the study and determination of the best ways to utilize them, based on the most exact prognoses possible; the rational utilization of the electric power system, which is related to the determining of the most favorable regime of work for each individual power station and for all power stations of the system, as well as the reconstruction of some networks for the distribution of electric power, so as to minimize losses and realize the best distribution of electric power and so forth.

In the present conditions when the energy crisis in the capitalist and revisionist world is intensifying more and more, conservation of fuel, combustible materials and electric power everywhere, especially in the summer, assumes a great importance. We stress the conservation of electric power especially in the summer, because, during this period, the country's needs for power are fulfilled in a large part by the hydroelectric power stations. However, the cost of for one kilowatt-hour of electric power produced by the thermoelectric power stations, is 10 times greater than that produced by hydroelectric power stations, in addition to the other fact that saving electric power produced by thermoelectric power stations would mean to economize liquid combustible material which is so essential for use where electric power cannot be used and which is of very great value for export.

The main thing is that the communists, cadres and workers of our country should be characterized by their correct political and ideological understanding of these tasks, a fact that is reflected in the struggle being waged for and the results achieved in saving electric power. The present balance-sheet shows that many working collectives in various districts have achieved positive results in saving electric power even though they have fulfilled and overfulfilled their plan tasks. As a result of the consumers' efforts to save electric power and as a result of rational improvement of lakes of the hydroelectric power stations, it was possible, during July and August of this year, to save 30,000 tons of Mazut. Better work in this direction has been achieved by Tirana, Berat, Korce and other districts.

However, the good work done to create correct concepts with regard to saving electric power and to achieve the present results in this field are only a good beginning. We stress this, because, from recent surveys, analyses and discussions, it appears that there are state and economic organs and leadership cadres who are not properly dealing with the concrete execution of the guidelines assigned by the Party Central Committee and the decisions taken by the Council of Ministers on Conservation of electric power and combustible materials. Consequently, some enterprises and districts have exceeded the plan for the consumption of electric power. The work results are worse in Permet, Librazhd, Mat, Elbasan, Shkoder, Kruje and other districts which not only did not fulfill their savings quotas, but also are using power above planned quotas. It is even worst where, in some cases, these exceedings of the quotas have taken place even when production tasks had not been fulfilled.

The work experience of these recent months and the discussion which is taking place among the population on the saving of energy resources in general show that reserves for conserving electric power exist everywhere, in all economic enterprises, institutions and agricultural cooperatives. And, these reserves are to be found at the moment when one starts planning. It is a fact that, in many cases, the norms for consuming electric power are determined just for the sake of doing it and great reserves are held.

The party assigns the task that, by generalizing the positive experience and struggling against shortcomings and weaknesses, the necessary political-ideological and technical-organizational measures must be taken in order to execute the tasks set for saving electric power. This conservation should not be achieved to the detriment of the fulfillment of the established tasks, but by utilizing electric power sparingly and by nipping in the bud unrestrained spending. Thus, the workers of the power system are faced with the task of adhering to a work system which is as economical as possible and with a high technical and scientific level. The thermoelectric power stations have opportunities to save combustible materials and, first of all, not to burn Mazut and gas, but to burn coal, and even that sparingly; they have the opportunity to reduce the consumption of power needed for the internal use of the stations by keeping such a number of turbines that can provide a load as near to the nominal load as possible, preventing boilers and turbines from working with incomplete loads. Consumers, especially the heavy consumers, have important tasks. It is noted that, despite improvements, the distribution of work into more or less equal shifts has still not found its full execution mainly because of poor work organization and because of a non-rational distribution of the means and forces of work. In some enterprises there are electrical mechanisms, motors and transformers which are not utilized at full capacity and which are operated for no purpose, beyond established norms.

The prospects opened to our electric power sector, thanks to the correct and farsighted policy of the party on the electrification of the country, are magnificent. The production of electric power in 1980 will be about 2.2 times greater than in 1975. The level of the electrification of work processes in

all sectors of the economy will also be improved along with the increase of production of electric power. However, along with these things, the problems concerning the uninterrupted supply of electric power and its conservation remain as the permanent tasks entrusted to all workers and, particularly, to the workers of the electric power system.

9150

CS0: 2100

SLOW DELIVERIES OF MATERIALS DELAY WORK IN MAJOR PLANTS

Letter to Newspaper

Tirana ZERI I POPULLIT in Albanian 1 Nov 79 p 2

[Letter to the editor from Mustafa Bahja, Stefan Andoni and Agim Misku, workers in the supply enterprise of the "Steel of the Party" metallurgical combine in Elbasan]

[Excerpts] The production of the "Steel of the Party" metallurgical combine has been experiencing serious difficulties because of [shortages of] domestic coal and dolomite. The coal mine in Korce and the Selenice mine in Vlore have produced sufficient quantities of coal and dolomite but we have not received supplies of these materials on a regular basis because of difficulties caused to these enterprises by the automobile pools charged with transporting the materials.

Despite our appeals to the executive committees of the peoples councils of these districts and to the responsible departments in the Ministry of Industry and Mines and the Ministry of Communications, this problem has not been resolved. And, for the nine-month period, a deficit of 20,838 tons of coal from the Korce mine and of 6,460 tons of dolomite from the Selenice mine in Vlore has been created.

Therefore, we are writing the editor of ZERI I POPULLIT so that the responsible organs will resolve this very important problem immediately.

Note from the Editor

Tirana ZERI I POPULLIT in Albanian 1 Nov 79 p 2

[Excerpts] The authors of this letter raise a very important problem which affects the systematic fulfillment of the plan by our enterprises. A group of workers from production site No 1 of the "Light of the Party" hydroelectric power plant in Fierze raised the same problem in their letter. In their letter, they said that from 2 to 23 October, plan fulfillment was progressing

very slowly and there were great obstacles resulting from the lack of regular supplies of cement, something which the builders pointed out several times to the organs concerned, the Ministry of Construction and the Ministry of Communications.

No one denies the good work which workers in the transportation sector have done this year, on all fronts, especially to eliminate the consequences of the earthquake, where they had a heavy workload. However, the unfulfilled tasks in the transport of dolomite and coal for the "Steel of the Party" metallurgical combine in Elbasan and in the transport of cement for the "light of the Party" hydroelectric power plant in Fierze must be confronted with a strong work organization, emphasizing a political understanding of this obligation, especially on the part of the workers of the automobile transport enterprises, in light of the fact that the fulfillment of tasks in two of the largest plants of the country is involved.

CSO: 2100

OCTOBER ECONOMIC RESULTS SUMMARIZED

Prague HOSPODARSKE NOVINY in Czech 16 Nov 79 p 2

[Report by the Federal Bureau of Statistics: "October 1979"]

[Text] The development of the national economy in October of this year was characterized by the following:

- In industry, enterprise plans of gross production were surpassed, and the shortfall in production reduced,
- In construction, the enterprise plan of construction projects was not fulfilled, the number of apartments turned over under contractor stipulations was higher than last October; however, this was not enough to make up the deficiency in plan fulfillment from the beginning of this year,
- In agriculture, the deadlines of the purchase plan were surpassed in slaughter fowl and in eggs, but were not fulfilled in slaughter animals and milk,
- In domestic trade, the retail turnover of the principal sales systems registered a sharp rise in October, in comparison with a year ago.

From the beginning of the year until the end of October, 81.8% of the annual federal plan for gross industrial production was fulfilled, in volume of construction projects 81.7%, in retail turnover of the principal sales systems 81.3%, in overall export 77.7% and in overall import 76.6% were fulfilled. October had the same number of working days as the same month last year, while counting from the beginning of the year, there was one working day less than during the same period last year.

In centrally-planned industry, enterprises in October fulfilled their plan for gross production by 100.4%. Tasks were not met in October by 205 industrial enterprises, i.e., about 24% of the total. Compared with October of last year, the volume of gross production was higher by 4% and reached 54.4 billion korunas. During ten months, industrial enterprise fulfilled their plan of gross production by 99.8%. The enterprise plans were not fulfilled during this period by 256 enterprises, i.e., more than 30% of the total. The shortfall in production caused by these enterprises was 3.6 billion korunas by the end of October. Under the influence of the

other enterprises which surpassed the planned volume of gross production, the overall shortfall in planned production was reduced—in comparison with late September, by 229 million korunas; it reached the level of 788 million korunas which represents average daily production for 0.34 day.

In comparison with January-October last year, gross production increased by 3.2%—average daily production by 3.7%. The increment in gross production envisaged by the annual federal plan is 4.2%. In ten months, six planning groups showed a faster than annually-planned production increment, namely, coal extraction, the gas industry, non-ferrous metallurgy, heavy engineering, the textile industry and rubber industry. In other planning groups, the tempo of growth in gross production was lower than that which is set for them by the annual federal plan.

Low fulfillment of the plan occurred, first of all, in construction material production, in the glass industry, as well as in ceramics and porcelain works. Between January and October, the overall volume of gross production reached 496.7 billion korunas, which represents 81.8% of the annual planned task.

In production achieved by centrally-planned industry, overall sales (in wholesale prices) rose during three-quarters of this year by 2.7%, in comparison with the same period last year. In the sales structure, deliveries for domestic trade (in wholesale prices) rose by 1.2%, and deliveries for export by 3.0%. Contrary to the annual plan, overall deliveries for domestic trade, especially in the general engineering industry, chemistry, crude oil refining, as well as in the lumber and textile industries, were fulfilled at a lower level. In deliveries for export, the annual planned tempo of growth was not achieved, especially in the glass, ceramics and porcelain industries, in the production of construction materials, in general engineering and the cellulose and paper industries.

In agriculture, the potato harvest has almost been completed. As of 28 October, 1638 thousand tons of potatoes were procured, i.e., 81.9%. The sowing plan for winter wheat was fulfilled by 100.6%. Technical sugar beet has been harvested on 82.5% of planned areas. Harvesting progress in corn is ahead of last year. By the end of October, deadlines for the annual procurement plan for slaughter animals was met by 97.8%, slaughter fowl by 104.2%, milk by 97.0% and eggs by 101.6%. In comparison with the same period last year, overall procurement of slaughter animals, including slaughter fowl, during the ten months of this year was higher by 31.7 thousand tons, milk lower by 761 thousand liters and eggs higher by 72.3 million.

In the construction industry, the construction enterprises using their internal resources, executed in October construction work worth 7.2 billion korunas and thus fulfilled the enterprise plan by 99.7%. In comparison with October of last year, the volume of construction work was

higher by 2.7%. Between January and the end of October, enterprise plans of construction work were fulfilled by 98.4%--but were not fulfilled in 95 construction enterprises, i.e., 40.8% of the total. The shortfall in planned production reached 1.1 billion korunas by the end of October, i.e., the average daily production for 3.5 days. Altogether, by the end of October, construction projects worth 67.8 korunas were delivered, which represents 81.7% of the annual planned task. The tempo of growth in construction projects completed with internal resources, reached in the January-October period 103.9, while the federal plan envisages the tempo of growth of 105.5. Average daily production rose in the ten months by 4.4%. The structural development of construction work carried out under delivery contracts, deviates from planned intentions. The planned tempo of growth in investment construction work is not being reached, especially in comprehensive housing construction. In comparison with the same period last year, delivery enterprises during the ten months of this year turned over 3733 fewer apartments. Of the annual plan for apartment construction, 53.8% was met by the end of October, while last year for the same period it was 60.6% of the annual reality.

In public freight transportation, conveyance tasks in October were fulfilled by 103.1% of which rail transport by 102.6%, and national road transport, CSAD, by 103.6%. Altogether, in October, 57.5 million tons of goods were transported, i.e., 3.3% more than in October of last year. The rail transport tonnage has increased by 3.5% over last October.

In foreign trade, the annual plan in export to socialist countries was met by 78.8% by the end of October, to non-socialist countries by 75.7%, in import from socialist countries by 77.6%, and from non-socialist countries by 74.7%. In comparison with the same ten-month period last year, export rose by 8.6%, and import by 7.4%.

In domestic trade, the overall volume of retail turnover in October reached 18.5 billion korunas and was 7.3% higher than October 1978. In the January-October period in the principal sales systems, goods amounting to 163.3 billion korunas were procured, i.e., 3.3% more than during the same period last year. The annual planned increment in retail turnover for all systems is 2.3%. In the overall increment (in comparison with January-October of last year) most credit should go to the sales organizations of the Coal Stores (115.7--effect of the price adjustment in July of this year), Footwear (105.9), CEDOK--public food dispensation (104.4), and the Industrial Goods Stores (104). Retail turnover remained below the ten-month period of last year in the Fruit and Vegetable Stores (99.2%).

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CSO: 2400

CZECHOSLOVAKIA

OCTOBER ECONOMIC STATISTICS

Prague HOSPODARSKE NOVINY in Czech 16 Nov 79 p 2

Personal savings as of 15 October 1979 reached Kcs 147.3 billion and were Kcs 6.9 billion higher than a year ago.

Money supply was Kcs 39.178 billion as of 31 October 1979 which was Kcs 2.954 billion higher than the same date of 1978.

Basic Indicators of Development of National Economy in August 1979

Increment Over Comparable 1978 Period (in percent)

| | Sept. | Oct. | Jan.- Oct. | Federal plan ¹ |
|--|-------|------|---------------|------------------------------|
| Industry: | | | | |
| Gross production | 1.2 | 3.9 | 3.2 | 4.2 |
| Average number of workers | 0.9 | 0.8 | 0.8 | 0.7 ⁴ |
| Labor productivity | 0.4 | 3.1 | 2.4 | 3.8 ⁴ |
| Construction: | | | | |
| Construction work completed with internal resources | 4.9 | 2.7 | 3.9 | 5.5 |
| Average number of workers | 0.9 | 0.4 | 0.6 | 0.9 |
| Labor productivity | 4.8 | 2.3 | 3.3 | 4.6 |
| Housing units delivered by contracting enterprises | 14.7 | 11.7 | - 7.6 | 4.1 |
| Procurement: | | | | |
| Slaughter animals (including poultry) | - 1.9 | 0.4 | 2.2 | 4.1 |
| Milk | 2.2 | 5.0 | 5.0 | 3.4 |
| Eggs | 5.8 | 6.9 | 6.9 | 3.6 |
| Retail trade: | | | | |
| Of the main trade systems | - 0.5 | 7.3 | 3.3 | 2.3 ² |

| | Sept. | Oct. | Jan.- Oct. | Federal plan ¹ |
|-------------------------------------|-------|-------|---------------|------------------------------|
| Foreign trade: ³ | | | | |
| Exports to socialist countries | 5.9 | -11.6 | 5.6 | 7.1 |
| Exports to nonsocialist countries | 21.0 | - 2.2 | 13.9 | 14.6 |
| Imports from socialist countries | 8.5 | 17.4 | 7.2 | 9.9 |
| Imports from nonsocialist countries | 16.3 | 23.9 | 7.8 | 12.5 |

| | Aug. | Sept. | Oct. | Jan.- Sept. | Federal plan ¹ |
|---|-------|-------|------|----------------|------------------------------|
| Total sales (for organizations included in the federal plan) | 2.5 | 6.0 | | 2.7 | |
| Of which: | | | | | |
| Investments | -10.8 | 35.1 | | 2.3 | - 8.7 |
| Domestic trade | 4.4 | - 0.5 | | 1.2 | 4.5 |
| Exports (in the plan) | 5.8 | 6.2 | | 3.0 | 5.0 ⁴ |
| Other sales (including exports not in the plan) | 2.3 | 5.1 | | 3.0 | |
| Investment work and deliveries (excluding Action Z and other self-help) | - 4.1 | 10.1 | | 1.0 | 1.9 |
| Of which: | | | | | |
| Construction | 6.7 | 8.0 | | 1.6 | 6.2 |
| Machinery and equipment | -17.4 | 12.9 | | 0.2 | - 3.6 |
| Personal cash earnings ⁶ | 5.8 | 4.0 | | 3.4 | 4.5 ⁵ |
| Of which: | | | | | |
| Wages | 5.7 | 3.8 | | 3.9 | 3.3 |
| Actual consumption expenditures ⁶ | 8.6 | - 2.0 | | 2.5 | 3.3 ⁵ |

1. Increments compared to actual 1978 results.
2. All trade systems.
3. Data on actual results refer to actual transactions and does not include unplanned actions in the framework of cooperation, unplanned reexport trade operations, barter, tied trade transactions, etc.
4. Increments compared to the expected 1978 results.
5. Including estimated interest for loans.
6. Monthly data calculated according to the treasury plan of the Czechoslovak State Bank.

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CSO: 2400

EDITORIAL COMMENT ON ENERGY TYPES, SOURCES

Bratislava PRAVDA in Slovak 23 Oct 79 p 1

[Excerpt] Among the most important construction projects of the fuel-power basis on the territory of Slovakia are the V-1 and V-2 nuclear power plants in Jaslovske Bohunice, the pump storage hydroelectric power plant on the Cierny Vah, the Konzorcium gas pipeline and a system of waterworks on the Gabčíkovo-Nagymaros section of the Danube. Their construction schedule is very demanding on construction workers and has a rising tendency. The volume of work increased to Kcs 1,985,000,000 this year. This is an increase of more than 782 million over last year. Despite the fact that the tasks increased enormously, the organizations of the SSR Ministry of Construction carried out construction work in the amount of Kcs 1,377,000,000 during the first 8 months of this year. This is the proof that our construction workers have realized the social importance of this task and demonstrated it by their action. The overall results in terms of construction volume appear to be favorable, although the progress in individual power engineering projects varies.

The system of waterworks in the Gabčíkovo-Nagymaros section will make possible multipurpose utilization of the Danube. This project will represent a considerable contribution to the CSSR national economy. It is of international importance and a specific contribution to the expansion of cooperation between Czechoslovakia and the Hungarian People's Republic. Its construction started in May 1978, but the results in the fulfillment of planned tasks have been unsatisfactory so far. The value of construction carried out in 1978 amounted to only Kcs 69 million which was less than 75 percent of the annual target. This year's plan calls for construction work in the value of Kcs 300 million. The value of construction work completed during the first 8 months of this year, however, amounted to less than Kcs 150 million. The principal contractor, Hydrostav Bratislava, and subcontractors Doprastav Bratislava and Vahostav Zilina thus face immense tasks. The principal shortcomings which slow down the planned progress in work stem from the inadequate design preparation of certain structures and lack of important machinery in the construction organizations. The engineering enterprises of FMHTS [Federal Ministry of Metallurgy and Heavy Engineering] remain the principal debtors to this important project. Although they confirmed the order for excavators and conveyors, they delayed

until the third and fourth quarter of 1979 the delivery of this equipment which is so important for progress in work this year. They will thus formally fulfill their tasks, but the social effect of such fulfillment will be lost. Machinery which was supposed to be used all year will only be employed in the last months of this year. The output lost in excavation work alone will amount to approximately 3 million cubic meters. The excavated material was supposed to be used in construction of roads, dams and construction sites and the delay will thus slow down progress in these projects.

For these reasons, we must greatly appreciate the result of the recent meeting of activist-construction workers of the Danube waterworks system which took place at the initiative of the CPCZ Central Committee. In a situation in which difficulties are encountered in the fulfillment of plan targets for the second year in a row, all construction participants unanimously expressed the resolve to overcome the difficulties with increased effort and to complete the waterworks within the specified deadlines. They confirmed their resolve with a joint socialist pledge which was signed by 17 participants in the construction.

Our construction workers carry out demanding tasks at the pump storage hydroelectric power plant on the Cierny Vah. The value of construction work to be completed this year was set at Kcs 340 million. The construction workers, however, approved its increase by Kcs 10 million to make up for the delays in construction progress so far. They achieved 79.4 percent of the annual target by the end of August. The workers of Vahostav Zilina and all other construction participants are doing everything in their power to put the first turbogenerator of the power plant into operation by December of the next year.

In the construction of the Konzorcium transit gas pipeline, the construction enterprises are successfully meeting their targets both in terms of material output and financial value. They direct the work progress and completion of individual sections of the line in such a way that the delivery of natural gas from the USSR will begin as early as the 1979-1980 winter period. The fulfillment of this task, however, requires a rapid solution of the problem of preparation by the investors and designers. Important also will be the delivery of complementary material which was ordered at the beginning of the year. Still open questions are the laying of the pipeline across the Ondava and Laborec rivers and over the wastewater pipe at Vrable, while there are problems also with the remodelling and construction of compressor stations. Past experience in construction makes it absolutely imperative that the investor improves the preparation next year.

Our society pays foremost attention to securing an adequate supply of fuels and energy. Almost one-third of industrial investments are made in this area. Despite the allocation of such large funds, the problem of fuels and energy constitutes the most serious limiting factor in the development of our national economy today and will do so particularly after 1980. This is a fact which charges with extraordinary responsibility all those who will

make decisions to successfully cope with it. To all participants in the construction projects of the fuel-power basis the following statement of Comrade Lubomir Strougal at this year's statewide celebration of the Day of Miners and Power Engineers fully applies: "We do not want to hide that the program of construction of nuclear power plants is very demanding in all respects. We realize, however, that it is an absolute necessity for us. It can be implemented in the planned scope and within the specified deadlines provided that the preparation by the investors and designers, and management of this entire area will improve. And this is in our power."

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CSO: 2400

KEMPNY ON IMPORTANCE OF DEVELOPMENT, USE OF ELECTRONICS

AU190825 Bratislava PRAVDA in Slovak 14 Nov 79 p 3 AU

[Article by Josef Kempny, CPCZ Central Committee Presidium member and secretary: "For a Higher Material-Technological Base of the Social Productivity of Labor"]

[Excerpt] In the past few years electronics production in the Czechoslovak economy has been rising at an annual rate of about 15 percent; the production program includes some 1,000 types of components and parts. Basic and applied research and the engineering segments of electronics production have been reinforced simultaneously in the development of electronics production. We have achieved in those years relatively good technological results in the introduction of modern electronic elements such as transistors, printed connections, integrated circuits and some installations of computer technology. We have a substantial scientific and technological base for the further development of electronics—the timely establishment of large research institutes and industrial enterprises was an important prerequisite for it. In the course of the Sixth Five-Year Plan we also have started a concentrated research and development program on industrial robots and automated handling equipment [manipulator].

The need for them in our economy will be on the increase all the time, as a means for solving manpower shortages and the requirement to reconstruct and modernize our engineering production base in the direction of the automation of the operational and interoperational manipulation and construction of new engineering production facilities having a higher degree of automation. In the sixth and seventh five-year plans we would like to achieve a proportionate development of the technological level and assortment of industrial robots and automated handling equipment in order to insure new automated devices and installations for automated technological workplaces and automated production systems. Czechoslovakia is presently joining the multilateral cooperation of the CEMA member states in the sphere of the development of production robots and automated handling equipment for various purposes, which will permit not only a substantial growth of labor productivity but also a notable

increase in shift intensity and thus a better utilization of the basic assets.

The development of microelectronics is the true key to the solution of our most pressing problems such as the reduction of laborious work, overcoming shortages of manpower, [and achieving] energy and raw material savings and reduction of production costs. A radical change of the present state of affairs--particularly as regards electronics for engineering--is highly urgent in view of the situation on foreign markets. Let us take the example of Czechoslovak textile engineering, which has a long-standing tradition. The quality of our mechanically controlled textile machines enjoys a good reputation in the world. However, a small-diameter knitting machine with electronic equipment is almost 50 percent lighter and has twice the capacity of a mechanically controlled machine, while the price is the same. That means that the per-kilogram price of the machine is 200 percent higher and the savings represent 200 kilograms of metal for each machine. Saving 1 ton of metal is equivalent to saving 1.3 tons of standard fuel. By making use of electronics we will increase the salability of our products on world markets and will achieve more favorable per-kilogram prices. If our engineering is to save more than a million tons of metal and standard fuel in the course of the Seventh Five-Year Plan, then the application of electronics is the largest source of those savings. By using electronically controlled converters and industrial fuels with thyristors in Czechoslovak industry and in transportation we can achieve annual savings of almost 200,000 tons of standard fuel in the course of the Seventh Five-Year Plan. By applying electronics and microelectronics in automating agricultural machinery it is possible to notably reduce the per-hectare costs of working agricultural soil. By using computer technology to determine the optimal fodder rations, it is possible to reduce fodder consumption by at least 5 percent and--what is decisive--it is an effective path toward limiting and eliminating the import of cereals.

[AU190826] Electronics and microelectronics must play a much more important role in modernizing production and in new capital investment construction. We allocate considerable capital investment funds to developing production and are among the countries with the highest intensity of capital investment projects, judging from their share in the national income. At the same time it means, however, that we burden--to a high degree--the national income and thus restrict a growth of personal and social consumption. Of real benefit for the development of the national economy are only those capital investment projects that simultaneously aid the introduction of higher technology and help to increase the material-technological base for the growth of labor productivity, energy and material savings and so forth. We would achieve more with fewer capital investment projects, if we were more purposeful in their orientation toward scientific-technological progress and, in particular, its most advanced trends.

Already at the time of the 15th CPCZ Congress and in the period afterwards our party and the government adopted many unambiguous decisions and directives about the inevitability of the preferential development of microelectronics. Practical economic activity, however, has not developed in keeping with those directives and we are, therefore, lagging behind the world development in spite of a certain initial lead in the creation of the research and production base. This year our central organs have adopted several energetic decisions to speed up the development of microelectronics; and the production of several microelectronic components needed for microprocessor control and other spheres of applied electronics is either in the stage of preparation or is being introduced. A state target electronics program has been drawn up, the orientation of which to the component base of electronics and microelectronics is in full harmony with our economy's urgent needs. In keeping with this target program, technological development must be oriented toward more advanced types of microprocessors, large-capacity memories and complex analog circuits for industrial and consumer electronics. A great deal depends on our scientists and technicians to speedily make up for the lag and to create conditions--by developing electronics--for a notable growth of the Czechoslovak economy's effectiveness and its more effective participation in the international division of labor. The recently concluded agreements on intensifying cooperation with the Soviet Union are a reliable support for our further development in this sphere.

Scientific-technological development in general and the development of microelectronics in particular are dependent on the process of the development of socialist economic integration. The point is not only that we would be unable to solve all those tasks on our own, but the basic requirement of effectiveness demands concentrating potential and resources on the fast growth of both research and production. We do not underestimate reasonable scientific-technical cooperation, the use of licenses and coproduction with economically advanced capitalist countries pursuing the common benefit, without any discrimination. However, the basis of our development is the vast scientific-technical and economic base of the community of socialist countries, especially of the Soviet Union.

On the occasion of the 30th CEMA anniversary we again recalled the great successes of the countries of the socialist community in economic and scientific-technical cooperation and the fact that the necessity for concentrating forces on the decisive directions of technological development comes increasingly to the fore. Such an orientation enables a more effective use of the resources of the individual states and the achievement of world standards in the production branches that are most important from the viewpoint of technological progress. That is why the selection of areas and problems for cooperation and the concentration of efforts and resources on the main branches and sectors immediately connected with the acceleration of scientific-technical progress is becoming

the key problem in the theory and practice of scientific-technical cooperation. It is in the interest of all socialist countries to eliminate those cases in which the scientific-technical potential of our states does not concentrate on solving the really important problems, or when there are inefficient duplicate studies on one and the same problem on a multilateral or bilateral basis. It is a particularly grave matter that the development of new technological processes has accounted for only a small share in the practical cooperation effected thus far.

[AU201352] It is our view that already today it is necessary to work on the CEMA countries' long-range concepts in the sphere of scientific-technical cooperation, and on this basis to insure the harmony between certain stages of research and their coordination. Basic elements of such long-range concept already exist in the Comprehensive Program and are elaborated in the Long-Range Target Programs of Cooperation, but the further development envisages a higher degree of integration of our economies.

This objective, and therefore necessary, demand is being pushed through as one of the main directions of the development of socialist internationalism, and in the deepening of unity between science and socialism we see the determining and ever increasingly promising instrument for the implementation of the workers class' historic mission in the process of the revolutionary reformation of the world. This is the foundation of the successfully developing struggle between socialism and capitalism, of the struggle for social progress throughout the world. For this reason, the 15th [CPCZ] Congress regards our share in developing scientific-technical cooperation as our international duty.

The 15th CPCZ Congress also emphasized that only where the development of production techniques was harmoniously linked up with the people's social development, only where the scientific-technical changes were being carried out without shocks, only where were they taking the right path to insure the people's various needs. From the viewpoint of social progress--and this viewpoint can be a consistent social criterion only in the conditions of socialist production relations--economic efficacy is the determining social result to which final effect of our economic plans is subordinated. Our objective is not production for profit, but for social benefit. When making decisions pertaining to technical development, or in the course of planning, construction, technological or other technical work, we must learn to apply still better the economic as well as social criteria of social progress. This demands, in a unified manner, the incorporation of science, technology and social-economic development directly into the five-year plans, this demands combining the plan of science and technology, the plan of production and management and the plan of people's social development into one comprehensive plan of national-economic development. The demand of the 15th CPCZ Congress is quite unambiguous: "...to substantially speed up scientific-technical

development, to increase its authority in economic and social development. The decisive prerequisite for this is to better intertwine the plans of science and technology with the national-economic plan as the basic instrument for implementing the uniform state scientific-technical policy in the economy, to master the complete Science-Research-Production-Utilization cycle. This demands achieving a total intensification of the scientific-technical activity, to make distinct progress in concentrating manpower [sily] and resources for socially decisive tasks. It is necessary to more energetically remove the barriers standing in the way of a rapid introduction of science and technology into production, and to this end to subordinate the material incentives of enterprises, collectives and individuals."

Despite this understandable demand and for all managing bodies a mandatory demand, there are in various quarters of the national economy people who still regard science as a narrow technical affair of experts and look at it, at the best, as on one of the additional factors for solving individual, mostly small, problems. Many people have even become accustomed to circumventing or rejecting the findings of science as something that is bothersome and that only complicates one's life, because it forces one to change things, to reassess things, to increase demands, to take risks and so forth. Thus they are actually subordinating urgent all-social interests, represented by the implementation of science and technology, to personal, enterprise or departmental interests.

[AU201353] However, it has to be emphasized that to date we have not succeeded in the national economy in developing such a system of relations and applying such a system of economic and organizational instruments that would to a decisive degree increase the interest of the working people, and especially of the managing bodies, in promoting all-social interest while making use of scientific and technological progress, a system that would eliminate economic forms which make advantageous the maintenance of the status quo and the prolongation of the extensive development trends, regardless of the accumulating structural difficulties in the national economy. A serious problem remains in the fact that the plans of a number of sectors do not correspond to the current advances of science and to the new possibilities. New trends are being carried out next to the old ones, or even on their margin, instead of becoming the center of strategic concepts.

We must come to grips with all this as soon as possible and accept the inevitability that the scientific-technical revolution will exceed the hitherto traditional ways of perfecting production, in that it demands a new approach to all aspects of planning, to an effective and comprehensive innovation of substantially higher degree than has been the case in our country thus far. Therefore it is urgent to elaborate a realistic long-range program for our society's development and from it to deduce the main tasks of our policy in science, technological development and production. Only in this way--and this applies, in particular,

to microelectronics—can we in a radical manner resolve and overcome the barriers to our economy's further growth, resolve the problems of the energy and raw material base and of the manpower shortage.

The state program for the electronization of the national economy charges all production and nonproduction sectors with the task of introducing and making use of microelectronics, and its implementation should become the subject of permanent attention in the party and state bodies. It is necessary that, above all, communists in the electronics industry and research, in the managing economic bodies as well as in other branches utilizing electronics, press with utmost urgency for a preferential and speeded-up development and utilization of microelectronics as an irreplaceable basis for our economy's efficiency. Together we must do everything possible so that the key importance will be comprehended as to what microelectronics means for the creation of new resources, for an efficient deployment of labor and the growth of social productivity, and I put these factors into the context of serving the fundamental interests of the workers class and the vital interests of the people. Being aware of this importance we must approach accordingly the implementation of the tasks of the Sixth Five-Year Plan and the preparation of the socioeconomic program until 1985 as well as the programming of the long-term development of our national economy as the economic foundation of the development of the entire society.

CS0: 2400

PROBLEMS IN AWARDS OF BONUSES CRITICIZED

Prague HOSPODARSKE NOVINY in Czech 26 Oct 79 p 5

[Article by Rudolf Friede, engineer (academic degree), Federal Ministry of Labor and Social Affairs: "Shortcomings in the Rewards System: Findings of the Audits by the Federal Ministry of Labor and Social Affairs"]

[Text] The most important requirement at present is increasing the efficiency of social production and the quality of all work. In this effort, besides other things, the material interestedness of the workers oriented reasonably and suitably toward the decisive aspects of efficiency, thriftiness in work, and ensuring the quality of the goals of the plan also plays an important role. Of the wage forms, primarily premiums and bonuses of all kinds, which can, given the creation of the necessary prerequisites, effectively function in a motivating manner, have this mission.

Premiums and Bonuses

In practice, in the giving of premiums a series of shortcomings occur constantly as the workers of the Federal Ministry of Labor and Social Affairs have determined during the wage audits. Frequently, the general global indicators of the plan of the enterprise are established as the obligatory task for giving workers premiums, although these workers do not influence and cannot influence their fulfillment or nonfulfillment, nor can they be directly responsible for them. Thus, for example, the head of the defense section and the head of the personnel section are rewarded for fulfillment of the planned economic goals and statistics; the accountant or the lawyer for the fulfillment of the plan for enterprise profit; the workers of the factory guard and the drivers of personal cars for fulfillment of the plan for the production of goods, etc. (for example, the Brno Smeralovy Works, the Pecky Tona, the Bratislava Technical Center for Communications, the Vrutky Communication Mechanization System).

Thus far unfortunately, premiums for continued savings, i.e., savings of materials, raw material, energy, fuel, etc, have not been applied to the desired degree in practice, although maximum thriftiness in this sector

was already emphasized by the 15th CPCZ Congress. Most management workers by far no doubt recognize the need for material interestedness in material savings, but they do not create the necessary prerequisites for this, i.e., primarily quality, capacity, material norms, etc. This is also one of the chief reasons that premiums for the fulfillment of the quality indicators are applied only very slightly in wage practices.

Also cases of the unauthorized granting of exceptions to the nonfulfillment of the obligatory indicators occur--premiums being paid at the full level, although the established results were not achieved (for example, the Teplice Mining Design, the Teplice Repair Factory CEZ [Czechoslovak Power Plants, National Enterprise], the Sokolov Lignite Mine and Briquetting Plant, the Velvary Nonferrous Metal Works); or the affecting of workers in the form of a reduced level of the premium, although done, is entirely minimal, however, and rather symbolic (for example, with the exceeding of the limit for overtime work by particular individuals a reduction of the premium by 1 percent--the Ceske Budejovice Motor. Excuses for this false progress can always be found by management workers, who usually argue so-called objective reasons.

Equally, the advantageous fulfillment of the established indicators for which the workers are rewarded, are not always objectively substantiated; for clearly, it does not suffice in the document merely to show "being fulfilled" or "fulfilled" (for example, the Prague Railway Construction).

Such efficiency bonuses, as one of the important wage forms, are not always put into practice to encourage workers to fulfill the demanding tasks important to the enterprise and thus to the justification of wage differentiation. Frequently, some enterprises do not devote the necessary care to the establishing of the obligatory specified tasks for the individual workers for the granting of efficiency bonuses. Either they are not established in general and the manager gives them in that case according "to his own judgment," or the indicator frequently has only a proclamatory character and is uncontrollable (as participation in general meetings of the managers, observance of work discipline and regulations, full use of the work day, etc--for example, the Vrutky Communication Mechanization System, the Velvary Nonferrous Metal Works); sometimes, the worker cannot in general influence the established indicator (for example, members of the plant guard, porters, and watchmen of the observance of the planned volume of the wage funds).

Also the effort to differentiate the efficiency bonuses in the organizations according to the function performed and not according to the demands of the planned task, or again the reverse for workers in lower positions, lower bonuses (for example, the Prague Kovo [Foreign Trade Enterprise for the Import and Export of Products of the Precision Engineering Industry]) is sometimes incomprehensible. In all of these cases, this progress is completely wrong and only weakens the incentive function of these wage forms.

Such granting of efficiency bonuses for the results of work, which were already rewarded with a premium or extraordinary bonus, is inadmissible, and, moreover, in enterprises this occurs frequently (for example, the Prague Kovo). Efficiency bonuses can be given only if the manager has carried out the appraisal of the fulfilling of the established tasks which must be shown by the written records. But these are not kept in many enterprises.

Extraordinary Evaluation

The above-mentioned wage forms do not always suffice for ensuring the fulfillment of the planned tasks of an enterprise. Sometimes, extraordinary situations, extraordinary tasks arise which it is necessary to solve or fulfill, and of course it is necessary to properly reward the pertinent worker for this. In these cases the enterprises can, according to the evaluation of the extraordinary results of the work done and the service of the worker, award an extraordinary bonus. This wage form is very widespread in all enterprises, and the amount paid out for these bonuses reaches significant levels. Unfortunately, the greatest shortcomings also exist in this sector; they do not proceed according to the applicable directives, or rather they abuse these wage forms. Extraordinary bonuses are frequently paid benevolently in cases when extraordinariness or exceptional merits are clearly not involved (compensation for overtime work, for substitution, for participation in socialist competition—for example, the Prague Spojprojekt [communication design], the Prague CSA [Czechoslovak Airline], the Decin CSPLO [Czechoslovak Elbe-Oder River Navigation Lines]) or, along with other things, "good work morale" and "devoted work" are rewarded, too. Sometimes even in contradiction to the applicable regulations, there are extraordinary rewards for everything which is not connected either with the operation of the enterprise or which the worker does in addition to his charge (successful completion of studies, participation in a volleyball tournament, activity in the SSM [Union of Socialist Youth], agitational work, etc—for example, the Vrutky Communication Mechanization System, the Decin CSPLO, the Sokolov Lignite Mine and Briquetting Plant). Such practices in their consequences lead to the thorough debasement of the purpose and mission of this wage form.

Nor is the individual evaluation of workers as one of the new progressive forms of wage differentiation among individuals according to individual prerequisites for the performance of work and according to long-term achieved qualitative results of work fully valued, for it is steadily being used relatively less. Thus far, moreover, the necessary conditions for its application have not been created everywhere.

Shares and Annual Bonuses

Nor do the enterprises proceed in harmony with the applicable regulations in the granting of shares for economic results. The rules for their

awarding, which the managers must always establish in advance, are published and approved tardily (for example, the Prague Kovo), sometimes even on the day of the payment of the advances or still later. Frequently, shares are paid to those workers against whom no objections were raised, who had no unexcused absences, or on whom no punishment measures were placed, etc.

The annual bonuses of the management workers, applied according to the decree of the Federal Ministry of Labor and Social Affairs of 17 November 1975 for the fulfillment of the tasks of ensuring the complex results of the economic operations and management of the organizations, are also important components of the wage forms. Here also the employees have found some shortcomings and deviations from the above-mentioned decree during the wage audit. This concerns primarily the timely establishment of the final guidelines and not during the course of or even toward the end of the year (for example, the Bratislava Technical Center for Communications). The reduction of the level of annual bonuses at least by one-fifth when some of the critical indicators are not fulfilled is not carried out, and also records of the results of the complex evaluation as a basis for the determination of the final level of the annual bonuses are not kept. It is not possible in any case to tolerate the excusing of the nonfulfillment of the established tasks by various reasons, and for wage practices it is necessary consistently to enforce the direct dependence of the payments of wages on the results actually achieved, thereby suppressing the still continually surviving egalitarian tendencies.

The enterprises also do not always respect the proclamation of the Federal Ministry of Labor and Social Affairs No 159/1970 Laws of the Czechoslovak Socialist Republic concerning the giving of bonuses on significant work and life anniversaries. Also the entire work period is not objectively verified (the Pecky Tona, the Bratislava Technical Center for Communications); also bonuses are paid out wrongly, or earlier than the above-mentioned proclamation permits, or also with antedated validity (for example, the Bratislava Meopta [United Factories for Precision and Optical Instruments, National Enterprise], the Sokolov Lignite Mine and Briquetting Plant).

Mistakes in Practice

From the above results of the wage audits, it is possible to draw the conclusion that by far most of these shortcomings are a consequence of the inadequate observance of the wage forms by the enterprises, although the economic production units and enterprises have at their disposal a series of principles, directives, and methods of application concerning how to maintain and deepen the material interestedness in the decisive indicators of the plan, in the saving of raw materials and materials, the technical-organizational development, in the quality of production, in investment construction, etc. Also experience shows that the enterprises do not conduct analyses and evaluations of the economic action of the wage forms;

they do not ascertain what conditions are necessary for effective action of the specific wage forms and which of them it is necessary to revise or supersede with others.

Also the commission for wage forms in specific reports and economic production units have until now not sufficiently fulfilled their missions which consist primarily of the verification of new, untraditional, progressive methods of rewarding, carrying out the propagation of progressive wage forms, but also of the care for observance of the applicable regulations.

The enterprises at present have significant possibilities within the framework of the current wage system to use, above all, the system of wage forms to strengthen the material interestedness of the workers in the indicators of quality and effectiveness. Also the essential part of the above-tariff part of the wage can be directed toward this. However, in the employment of the wage forms it is also essential always to respect the established rules and principles of the superior organs.

The obligation of the workers is, therefore, not only to place on his subordinates concrete, very challenging, but fulfillable tasks and to monitor their fulfillment but also to take care that an infringement or circumvention of the appropriate wage and labor law regulation does not occur. If this happens it is his obligation to draw the proper conclusions from this according to the degree of guilt against the responsible workers. Any conciliatoriness or considerateness in this area of wage policy is not appropriate either at present or in the future.

PHOTO CAPTION

United Carborundum and ELECTRET Production Factories in Benatky on the Jizera are the only producer within the CEMA countries of the cutting disks with the bakelite bond measuring up to 800 mm diameter. This year they will also produce a number of innovative products. They will, for example, replace the import of the activator for diamond tools from capitalist countries with their production. They also want to replace the import of refractory materials during the next year. Photo by CTK, J. Sourek.

9329

CSO: 2400

RESOLUTION ON ROAD TRANSPORT PROJECTION TO 1990 APPROVED

Prague HOSPODARSKE NOVINY in Czech 26 Oct 79 pp 8-9

[Article by Josef Dykast, deputy minister of transportation: "With Purpose and Economy"]

[Text] Road transport is an important component of our state transportation system; it includes not only public but also the enterprise transportation which consists of the so-called planned and unplanned categories. To this we must add agricultural organizations' transport with their own specific features.

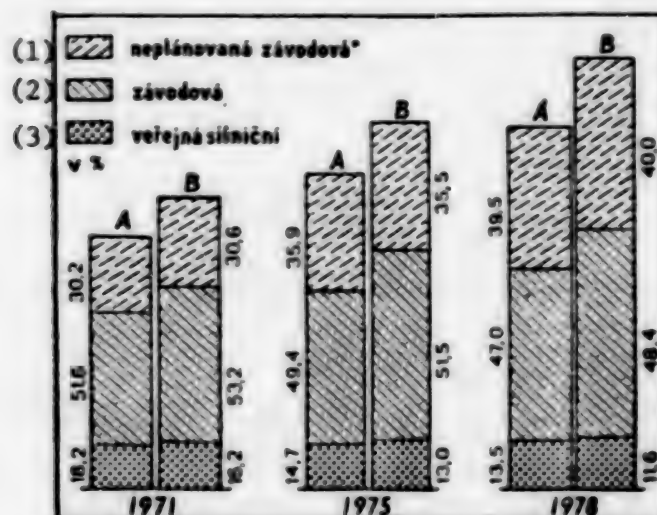
While under planned enterprise transportation we include formulation of the transportation plan and statistical reports on the volume of transported goods and the ways in which vehicles are used, the unplanned enterprises transportation reporting contains only figures on the number of vehicles and number of kilometers traveled. In the enterprise transportation of agricultural organizations, only the number of vehicles is available. In addition, there are also differences both in the system of planning and record-keeping and in organizational arrangements. All this makes it difficult to rate objectively the situation in enterprise transportation, not only as to effectiveness but also with respect to the formation of optimal proportions in road transport.

Consequently, statistical materials can only cover the planned road transport, i.e., public transport under the Czechoslovak Road Transport (CSAD) and the planned enterprise road transport. Their share in overall transport has grown during 1955-1978 in the number of transported tons from 62 percent to 79.9 percent, and in the overall transport in tons per kilometer (tkm) from 8.4 percent to 19.9 percent.

The growth of road transport has a long-term character. This is reflected not only in the tasks of the current five-year plan, but also in the proposals for the next five-year plan, as well as in the perspective for 1990. On the other hand, we have not yet been able to accelerate the development of public transport, in comparison with enterprise transport, in volume by ton or tkm.

This is caused by shortcomings in practical application of inventory policy in the allocation of transportation and development means, planned state investment, as well as in adequate personnel, for public road transport. Prerequisites are still missing for the implementation of this basic transportation, as well as, political task.

Analyses show that the share of planned, but especially unplanned, enterprise road transport has risen substantially in recent years. Indeed, the share in the number of trucks and special transport vehicles in public road transport has, in the last 8 years, decreased from 16.2 percent to 11.6 percent, of this, in planned enterprise transportation from 53.2 percent to 48.4 percent, whereas the share of these vehicles in unplanned enterprise transportation (including agriculture) rose from 30.6 percent to 40 percent (see Graph 1).



*Nonplanned enterprise road transport, including agricultural transport.

Graph 1. Shares (in %) of public road transport, planned and unplanned enterprise transport in the number of: A) trucks, and B) trucks and special freight vehicles (minus other specialized vehicles)

Key:

1. Nonplanned enterprise*
2. Enterprise (planned)
3. Public road transport

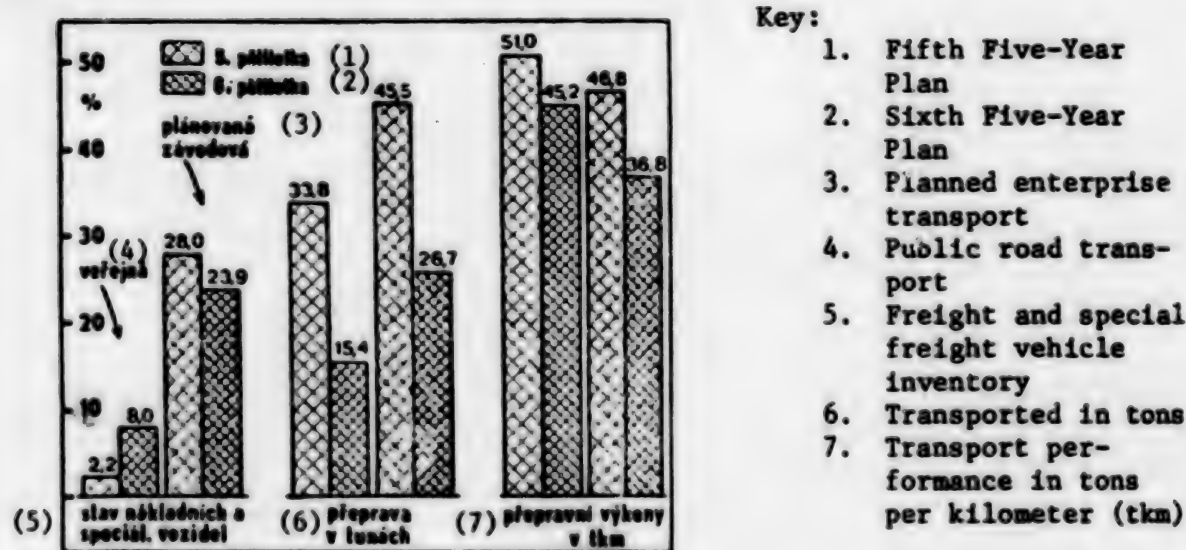
Due to this development, we find today that roughly 40 percent of all trucks and special freight vehicles is outside of the statistical monitoring of performance and effectiveness. In a system of socialist economic management, this state of affairs must be considered quite unsatisfactory. It is therefore necessary to search for means and

methods which would gradually lead to increased effectiveness of these, until now, unmonitored means of transportation.

While the CSAD is thus not given the necessary tools for comprehensive development, not excluding the vehicle park, in enterprise transport these tools are over-abundant, and this despite uneconomic use of vehicles. Also, the inventory of special freight vehicles in enterprise transport has risen from 15,100 in 1975 to 17,600 in 1978. In the CSAD, the car park has, for all intents and purposes, stagnated.

Contrary to the intentions of the State Planning Commission for this five-year plan, the allotment of freight vehicles for CSAD for 1976-1980 is almost 10,000 vehicles less than planned, while in planned enterprise transport it is roughly 3,000-3,500 more. This overage is concentrated in organizations managed by the Czech and Slovak republics and totals 4,000-4,500 vehicles, while in federally managed organizations inventory allotment is lower by about 1,000 vehicles.

Serious attention should also be given to comparing the state of the park of freight and special freight vehicles and volume growth and performance during the Fifth and Sixth Five-Year Plans in public, as opposed to enterprise, transport throughout the CSSR (can be best seen on Graph 2).



Graph 2. Growth of freight and special freight vehicle inventory, volume of transported goods, and performance in the Fifth and Sixth Five-Year Plans

The growth in the average operational life of vehicles during the period discussed in both types of transport, was not anywhere near the decisive factor in the volume growth in transported tons or performance in terms of tkm. The bulk of the larger volume and better performance in transport was achieved through improvement factors, especially through more effective use of CSAD vehicles, and this with a considerably smaller growth of the number of freight and special freight vehicles in CSAD.

Effective Division of Labor in Transport Operations

The development of relations between public and enterprise transport is not a new problem. Many times in the past it has been the subject of numerous economic and political directives. Their common denominator has always been to accelerate and strengthen the development of public transport as the basic prerequisite for more effective overall road transport, both in faster growth in performance and in adequate vehicle inventory.

Nevertheless, the share of public road transport in the overall performance of road transport went down from 51.2 percent in 1965 to 47.9 percent in 1970. The situation has not improved appreciably in the Fifth Five-Year Plan, even though directives of the 15th party congress put a priority on the development of public road transport. The share of public road transport dropped further in 1971 to 47.5 percent, then improved slightly in following years (47.8 percent in 1972 and 49.2 percent in 1978).

To delineate optimum proportions between public and enterprise transports, it is first necessary to consider the differences in their systems of economic management, their planning, and the manner in which they fulfill transportation tasks.

Given the current state of public road transport management and organization, we need to start with the fact that its basic task is to fulfill conveyance tasks in a manner which would make it possible for achieved profits to cover its own expenses, including objective losses from scheduled bus transportation (workers, school children) and, at the same time, leave sufficient means for common funds' payments, and for a corresponding development of its own transportation economic units.

This does not apply to enterprise transport, since it is not, in the main, bound by economic results of its activity and its development is insured by the economic results of the appropriate production enterprises. Not even in planned enterprise transport, where records of conveyance performance are kept, can bodies responsible for the transportation system directly apply the requirements for effectiveness, both in conveyance volume and equipment use.

Good results, along with economy, in road freight transport, means meeting conveyance needs with maximum social effectiveness. This criterion must therefore become the principal factor in the division of labor between public and enterprise road freight transport.

In comparing selected indicators of the use and effectiveness of trailer and drop-panel type of freight vehicles in CSAD public road transport and enterprise road transport which are considered as the total planned enterprise transport for the CSSR, we see even at first glance a considerably higher level of these indicators in the national enterprises of the CSAD.

It is true that in comparing the two types of transport, we must consider, among other things, the differing volume and structure of conveyance. But the value of other indicators is clearly influenced by differing levels of management. This is true especially with the time factor, the time of day in which transport takes place, and the manner in which this factor is put to good use.

According to calculations, the performance of vehicles in enterprise transport is:

--lower by 1,000 tons and 27,400 tkm annually per trailer truck;

--lower by 2,900 tons and 18,300 tkm per drop-panel truck.

The Way for the Next Five-Year Plan

Based on available findings, analyses, and conceptual studies, the resolution of the following is considered essential and urgent in road freight transport:

--Division of labor between the public and enterprise road transport with constant strengthening of the planned sector;

--Effective allocation of available transportation means;

--Further development of reserved and priority conveyance;

--Higher effectiveness in the use of enterprise transport;

--Implementation of comprehensive development of public road transport.

The decisive factor in a more effective role of road transport in the state transportation system is its effective and economical organization and management. The basic instrument toward this end is the strengthening of the effect and authority of the state plan in which the political and sector intentions must be expressed comprehensively even in its component parts, in the planning methods, and in the allocation of available transportation means.

In accordance with these objectives, the Federal Ministry of Transportation, in close cooperation with the Czech and Slovak ministries and other interested central organs, examined the problem and presented to the CSSR Government basic materials whose aim--in the sense of affirming state policy on road transport, is to set the principal direction of effectiveness and economy in road freight transport in the CSSR during 1981-1985, and with a perspective outlook to 1990. This material was approved on 17 September by the CSSR Government via resolution No 241/1979.

The material bases itself on and further develops measures contained (1) in the Czech government 1972 resolution No 148 which analyzed the then status and use of the freight vehicle and bus park in organizations managed by central organs and national committees of the Czech republic, (2) Czech government resolution No 128 of 1976 on the transfer of labor, vehicles and tasks from enterprise to public road transport, and (3) Slovak government resolution No 43 of 1978 on further strengthening public transport in Slovakia.

The above-mentioned resolutions of both national republics already included certain principles of cooperation and division of transport labor in road freight conveyance between the public and enterprises sectors, and measures toward greater efficiency and economy in enterprise transport.

Based on results achieved in accordance with the above resolutions, the latest Federal Government resolution addresses the problems in road freight transport and the involvement of federal bodies from a broader viewpoint. The resolution approved the following:

--Principles of cooperation and division of transport labor between public and enterprise road freight transports;

--Intensification of effective methods in planned transport, including regional subdivisions;

--Expansion of the obligation to present a conveyance plan, even by certain organizations of the so-called unplanned enterprise transport;

--Intensification of effective methods in state plan preparation, including the relationships among individual components of public road transport;

--Principles for the allocation of transportation means;

--Principles for further development in reserved and priority conveyance in road freight transport;

--Principles of higher effectiveness in the use of enterprise transport;

--Measures for implementing further development in public road transport.

From the conditions of public, as well as enterprise transport, objectively emanate conditions which create better prerequisites for higher effectiveness of public road transport, especially in optimum weight allocation for longer freight transport distances.

According to last year's analyses, weighing stations in the CSSR received reports on 34,982 one-way trips. Of these, effective freight weight was found in 18,691 trips. Even though only 53.4 percent of the reported trips were handled correctly, this represents an average saving of 51 trips a day.

Criteria for Public and Enterprise Transport

An important condition for the best possible relations between public and enterprise road freight transport is the setting of criteria for the division of transport labor. Up to now, we have based decisions mainly on technological and external considerations. While this, in essence, does characterize the spheres of the two sectors, in practice it faces severe difficulties.

In more precise terms, the division of labor is affected by its relationship to the production and distribution processes. Where the use of a vehicle is directly and permanently prompted by production technology, possibly by the distribution process, we are in the enterprise transport sphere. This portion of conveyance constitutes the decisive share of enterprise transport work.

Another sector of enterprise transport is conveyance in special vehicles which cannot be used for any other type of goods, provided, of course, conditions cited in the preceding paragraph are met at the same time.

In the sphere of enterprise transport also belong deliveries which emanate from unexpected disruptions of production or distribution.

Public motor transport whose social mission is to provide conveyance for common needs will, as a matter of principle, insure the following:

- Transport emanating from production-consumption relations;
- Transport from sources of massive quantities of basic raw materials to production or consumption sites;
- Transport performed within the framework of other conveyance systems.

To public transport also belong all conveyance operations which can be performed under the same operational and delivery conditions as enterprise transport.

More Respect and Authority for the Plan

The quality of transport planning depends on clarification of producer-consumer relations in the very process of production. This problem is being monitored throughout the national economy and its resolution is an urgent matter. For this reason, for the last year we have—on a trial basis, complemented planning form D-2 "Transport of Goods in the Year...." by adding information on production volume for the preceding planning period.

This seeks to improve effectiveness and economy in the demands from organizations requesting transport which have to document differences between current transport needs (expressed in tons per a chosen production unit) and the preceding term. Similar documentation should also be required when submitting transport requirements to CSAD enterprises.

In planned road transport we need to apply a broader scale (at the level of republic planning organs) of planning methods in the area of specific transport indicators, as we do in the State Planning Commission with respect to federally managed enterprise transport.

It is also necessary to raise the effectiveness of the plan by means of bringing closer together the economic plan methods of enterprise transport organizations and the planning methods of CSAD national enterprises. Likewise, it will be necessary to introduce in enterprise road transport a system, at least in selected sections of the plan, similar to that which now prevails in the CSAD national enterprises. We should also expand the obligation of presenting a plan even to certain organizations of the so-called unplanned enterprise transport.

The hitherto used division of enterprise transport in to the so-called planned and unplanned categories does not reflect the extent and significance of certain types of unplanned enterprise transport with respect to their effective management via the plan. We must also check over the enterprise transport organizations and transfer the more important ones into the planned category. In this respect, a task has already been set for the Federal Ministry of Agriculture and Food, since it is precisely the vehicle park of agricultural transport which constitutes the largest share of unplanned enterprise transport.

The contemplated greater division of transport labor between enterprise and public road transport will influence not only the present structure of transportation, but in its consequences will be reflected even in outlays, profits, and economic achievements of CSAD national enterprises.

Of course, the present formulation of the state plan does not sufficiently respect these realities. Therefore, it will be necessary to adjust this formulation so that more attention is given to the structure of transportation, with the objective of projecting into all sections of

the economic plan of the CSAD national enterprise the volume and structure of transport operations in a given period.

However, structural planning of public road transport within economic planning as such, will require detailed preparation of methods and formulations, including considerations of internal relationships in all component parts of the plan. The same applies to relationships which appear during the process of plan fulfillment and are meshed with the actually achieved transport structure and planned labor force.

Principles of Transport Means Allocation

Not even allocation of transportation means is, as yet, based on a unified and systematic statewide policy. The basic overall policy set by the State Planning Commission on the subject, is not being implemented in a unified manner at lower management levels. With respect to the bulk of allocated vehicles, new proportions between public and enterprise transports are set by the Czech and Slovak planning commissions, but even these proportions are not binding for regional national committees as authority for that part of enterprise transport and the CSAD which is under the jurisdiction of these committees. Thus, in the preparation and implementation of the plan, we find that intentions of a certain preference for public transport, as set by basic party and government directives, are observed half-heartedly or not at all.

This eventually leads us to the current very unfavorable age structure of the vehicle park. In public and planned enterprise transport, the vehicle park older than 8 years constitutes 31.2 percent of all vehicles. While it is difficult to precisely estimate the high cost of repair and maintenance of such vehicles, we can reliably state that the costs with respect to vehicles less than 8 years old, is roughly 30 to 70 percent lower.

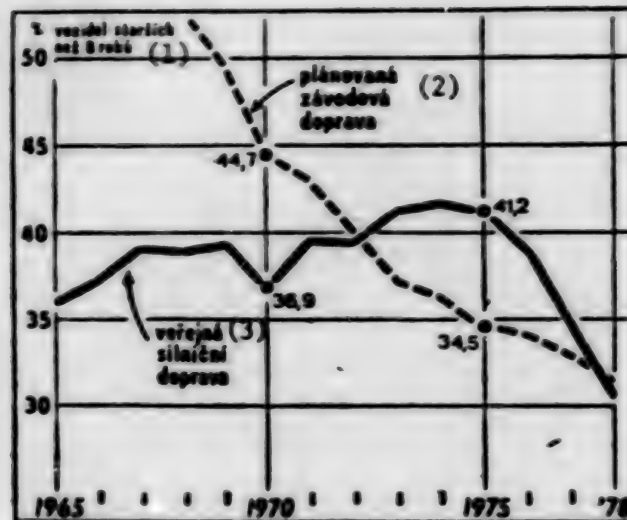
In deliveries of new vehicles, the coefficients which characterize the number of new vehicles per one retired vehicle, are quite descriptive of the situation. Reproduction coefficients of freight vehicles are as follows:

| <u>Period</u> | <u>In CSAD</u> | <u>In planned enterprise transport</u> |
|---------------|----------------|--|
| 1961-1965 | 2.06 | 1.66 |
| 1960-1970 | 1.17 | 2.87 |
| 1971-1975 | 1.07 | 1.85 |

(In 1973 the reproduction coefficient of vehicles in the CSAD national enterprise was as low as 0.982.)

As to the age structure of freight vehicles in public road transport and planned enterprise transport, there was a turn~~around~~ in 1972, and this at

the cost of public road transport interests. This again is best seen in the attached Graph 3.



Graph 3. Age structure of freight vehicles in public road and planned enterprise transport

Key:

1. % of vehicles older than 8 years
2. Planned enterprise transport
3. Public road transport

Given this state of affairs, we will introduce certain measures. Among these is especially the structural specification of allocating transportation means in more detailed breakdown, according to types and tonnage categories, according to transport structure, introduction of inventory requirements for tractor-trailer combinations, etc.

In unplanned enterprise road transport it is envisaged to gradually transfer a portion of this transport—including a portion of agricultural deliveries, into planned enterprise transport.

The allocation of road transportation means is one of the basic instruments for implementing the principles of state transportation policy. According to CSSR Government resolution No 241/1979, the central organs proceed according to the following principles in allocating available inventory of transportation means for public and enterprise transport among federal organs, Czech and Slovak republic organs, as well as within both republics and individual krajs:

1. Annual allocation needs in freight vehicles is set:

--For renovation from the average state of vehicles of the preceding concluded annual period and from the appropriate percentage of renovation; decisive for this will be the average annual performance in kilometers traveled (with consideration of Federal Ministry of Finance decree No 76/1966 Sb on writeoff of basic means, extraordinary transport conditions, and age structure of vehicles);

--For development, where the decisive indicator is transport volume growth in tons, according to types of vehicles for a planned period, and average indicators of vehicle use (comparable).

Contrary to current practice, the extent and allotment of available transportation means is more detailed when we emphasize the significance of drop-panel vehicles and tractor-trailer combinations;

2. Buses of 10 or more meters in length should be allotted only to the CSAD and municipal mass transport.

A component part of available transportation means allocation is also:

--Thoughtful allocation of these means between public and enterprise road transport (in the enterprise sector in the division of planned, unplanned and agricultural transport);

--The way we formulate the basic transport allocation plan in accordance with the proposed principles;

--Allocation of drop-panel vehicles;

--Formation of reserves in transportation means, as seen by the planning organs, etc.

Development of Reserved Transport

The approval of a series of measures leading toward effectiveness and economy in road transport, fully reflects the system of reserved transport, even though the concept of the system, as well as its name, has its origins in the period of directive adjustments in certain transport relationships.

The current state shows that supply and demand are not always on the desirable level (changes in and annulment of economic contracts, differing conditions of supply, accounting conditions, etc.). This is subsequently reflected in a negative fashion in transport organizations, especially when we are trying to set up unified principles of developing reserved transport.

For further improvement of reserved transport organization, it is especially necessary to:

--Install at the source large-capacity dispatching facilities which would correspond not only to the capacity of production but which would do away with the direct dependence of production flow on transport and vice versa;

--Compile suitable supplemental reserves of transportation means so that, in case of equipment breakdown, uninterrupted supply can still be insured;

--Equip transport sources with sufficient capacity in loading equipment and labor;

--In decisive contract sources, designate one person to be responsible for transport management and to insure, in close cooperation with dispatching, a smooth flow and maximum economy of reserved transport.

Effectiveness and Economy in Enterprise Transport

Enterprise transport constitutes the strongest element in road freight transport, and in terms of volume it conveys the most in the entire transportation sector. The sphere of enterprise transport has a large vehicle park and supports the operation of a sizable portion of our national economy.

Planned enterprise transportation last year covered 56.6 percent of all transport volume and 10.1 percent of transport execution. The average inventory of the planned enterprise transport vehicle park this year was more than 91,000 freight and special vehicles whose performance was handled by roughly 133,000 workers.

In comparing qualitative indicators in the use of vehicles and their performance in public and planned enterprise road transport (to the extent they are comparable) we see that in the organization of enterprise transport it is necessary to apply a series of measures whose objective is to achieve a substantial growth in labor productivity.

Effectiveness and economy in enterprise transport must, above all, come from the application of purposeful principles of organization, which presupposes a gradual improvement of organizational forms in enterprise transport, for example, by means of establishing relatively independent enterprises, plants, or centers. Concrete steps in organization must simultaneously consider the specifics of the production and distribution processes.

Another viable step would be the concentration of small enterprise transport operations into independent joint organizations in which activities which insure effective road transport can be usefully

implemented; at the same time, modern methods of management would be introduced into these units.

Another important measure is to improve dispatching management with the aim of using transportation means most effectively, coupled with constant attention to effective forms of material incentives encouraging optimum results, and with control and evaluation of vehicle performance in terms of capacity, time element, and productivity.

For a Consistent Transportation Policy

The principles of state transportation policy must be expressed in all components of the plan, as well as in the methods of planning and allocation of road transportation means. Unified application of the principles of state transport policy demands that beginning with 1 January 1981, public road transport expand the range of indicators in the state plan proposal to the CSSR Government by the following binding indicators:

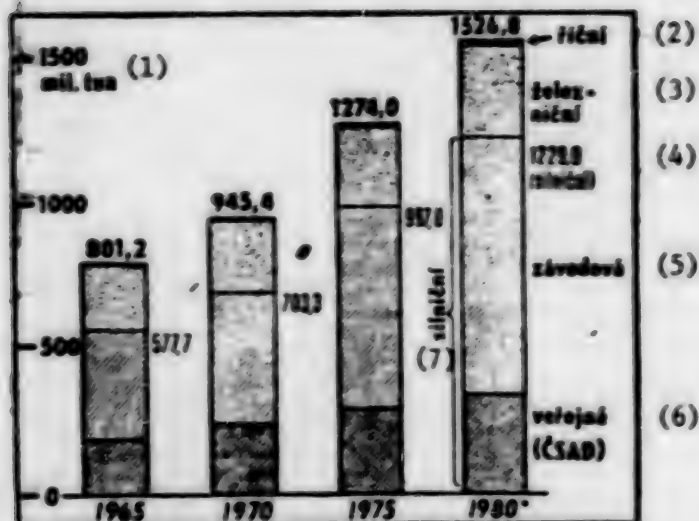
1. Overall performance in millions of korunas and transport of goods in millions of tons;
2. Growth of the number of workers in the labor plan;
3. Volume of work and deliveries in the plan of capital formation;
4. Allocation of freight vehicles according to tonnage (up to 5 tons, over 5 tons) and by manufacture (Skoda and Tatra), allocation of tractor-trailer rigs, and buses 10 or more meters long.

Other indicators will have a general orientation character.

Recognizing the importance of drop-panel vehicles, a government measure allocates a binding portion of such vehicles with more than 5-ton capacity to public road transport, according to binding transport volume in tons.

In order to achieve a higher performance share of public road freight transport in the overall road freight performance, CSAD operations will be oriented toward agreements on comprehensive transport services for enterprises, and toward further development of transport systems and services, while respecting agreements on the division of labor.

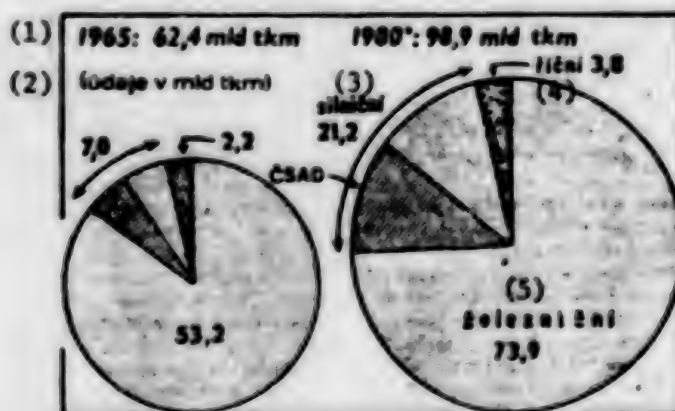
In order to consistently implement state transport policy in road freight transport, it is necessary to gradually improve and unify basic statistical findings at all levels of management. Without these prerequisites it is practically impossible to speak of unified management in road transport and the optimum division of labor within the road sector and among other transport sectors in terms of economy and effectiveness of road transport as an important part of the entire transportation system.



Volume of transport, road (public and enterprise), railroad, and river transports

Key:

- | | |
|----------------------|----------------------------|
| 1. 1500 million tons | 5. Enterprise transport |
| 2. River transport | 6. Public transport (CSAD) |
| 3. Rail transport | 7. Road transport |
| 4. Road transport | |



*1980 refers to directives.

Transport performance (growth and structure during 1965-1980)

Key:

- | | |
|--|--------------------|
| 1. 1965: 62.4 billion tons per kilometer (tkm) | 3. Road transport |
| 2. Figures in billion tkm | 4. River transport |
| | 5. Rail transport |

It is self-evident that any adjustments, possibly changes, must in corresponding measure respect the linkage with statistical data of preceding periods, insure accessible relative, as well as absolute, data on comparability between public and enterprise road transport in pinpointing the decisive specifics of each category.

Similarly, all necessary and agreed upon adjustments must consider the objective relationships which emanate from the needs of transport planning and monitoring of the natural and value indicators in road transport. Any procrastination or inconsistency in providing sufficient data to aid road transport management, results in a situation where, even the best-intentioned measures aiming at economy and effectiveness of road freight transport, come to a halt mid-way.

Performance dynamics in road freight transport has its limitations. These emanate largely from the level of consumption of fuels and tires, but also from the share of live labor in performance.

If further dynamic development of freight automobile transport is to be realistic, we must not only respect the main directives cited, but we must apply them in practice much more rapidly if we want to achieve substantially higher social effectiveness in this type of transport. We should eliminate in this and future periods the jealousy we have often seen in past years between public and enterprise transports, rather we should quickly implement a socially most purposeful division of transport labor.

The federal government therefore ordered that a comprehensive, all-inclusive report be prepared on measures needed for the achievement of maximum economy in fuels. The government decreed that the Federal Ministry of Transportation and the central transportation organs of the republics submit such a comprehensive program in the first half of 1980, so that development of road freight transport in future years of the Seventh Five-Year Plan would be implemented under stabilized, i.e., minimal growth of fuel and tire consumption. Toward this goal is also oriented the approved program for effectiveness and economy in consumption, savings, and best use of all types of fuel and energy. For the transportation sector this is also reflected in the closely targeted portion of the state program of lowering energy requirements in transportation.

9496
CSO: 2400

CONTINUED LAG IN CONSTRUCTION CRITICIZED

Prague HOSPODARSKE NOVINY in Czech 2 Nov 79 p 2

[Article by Stepan Maksa, worker at CPCZ Central Committee: "Construction Industry"]

[Text] The trend in the plan fulfillment in the construction sector during the third quarter was marked by considerable effort to meet and surpass the monthly target, so that the production losses sustained in the first half of the year could be minimized. The purpose of this effort was and is to implement the 1979 tasks in the best possible way.

While, despite the persisting problems in unpreparedness of capital construction, shortcomings in supply and transportation, and also reduced manpower the construction sector fulfilled the plan, the production losses which arose from the beginning of the year have not been made up. The lag persisted, although the daily production of the value ZSV [? basic production output] (work performed by the construction sector employees) was 7.4 percent higher in the third quarter of 1979 than in the corresponding period of 1978.

The organizations of the CSK Ministry of Construction fulfilled the plan in terms of ZSV value 97.1 percent from the beginning of the year, that is during the January-September period. This represents only 72.4 percent of the annual target (it was anticipated that the annual plan would be fulfilled by 75 percent).

The total construction production losses from the beginning of the year amount to Kcs 717 million. Only two VHJ [economic production units] have fulfilled their tasks since the beginning of the year: Waterworks Construction Prague and Engineering Construction Bratislava. Other economic production units are in varying degrees responsible for the total deficit. The biggest production losses were registered by the following units: VHJ Construction Works Prague--Kcs 224 million which represents production of 12.4 days; VHJ Industrial Construction Projects Brno--Kcs 216 million which represents production of 7.3 days; VHJ Foundation Engineering Prague--Kcs 186 million amounting to production of 6.1 days; finally, Foundation Engineering Ostrava--Kcs 106 million which represents production

of 4.5 days. We cannot be satisfied with this situation despite the fact that the total volume of construction work completed during the first 9 months of 1979 surpassed the level of 1978 by 2.8 percent.

The labor productivity target was not successfully met (only 97.8 percent with a 2.3 percent increase) either since the beginning of the year or during the last period. VHI Foundation Engineering Prague and VHI Construction Works Prague are primarily responsible for the drop in labor productivity. This means that even the increase in labor productivity and better work organization could not make up for the further reduction of manpower. Due to the end of so-called summer activity of students, the labor force was reduced by 2,778 between the end of August and end of September. Since the beginning of the year, the organizations of the CSR Ministry of Construction have employed 195,420 workers which is 1,244 workers less than anticipated by the plan. This reduced labor force resulted in the construction production losses of Kcs 295 million by the end of September. This certainly is the cause which must be registered as objective. Where and in what, should be sought the reasons, however, for the additional production losses amounting to Kcs 422 million? In my opinion, they were caused by a variety of factors such as inadequate labor organization not only on the building sites, but many shortcomings in the methodology of investments planning, considerable reserves in the utilization of the working time, use of equipment, number of shifts worked, but also by other causes not excluding insufficient materials supply.

The completion of apartments is not proceeding on schedule. As pointed out already many times before, this inconsistent fulfillment of the plan is caused by the problems of inadequate preparedness, postponement of a considerable amount of work to the fourth quarter and, what is most important, by the delays in putting public utilities into operation. This affected the results not only in September, when only 3,767 apartments were completed as compared with 5,785 apartments planned. A total of 23,344 apartments have been completed from the beginning of the year which is 2,323 apartments less than anticipated by the plan. The biggest lag in completion of apartments was registered by the organizations of VHI Foundation Engineering Prague--1,665 apartments which represents only 44.9 percent of the annual target. In order to meet the annual target, these organizations should complete additional 14,148 apartments in the last 3 months of the year. The organizations of the CSR Ministry of Construction thus owe 2,323 apartments for the first 9 months of 1979 and additional 26,207 apartments are to be completed by the end of the year.

The principal cause of this situation is unpreparedness of investors last year. This problem will be reflected in comprehensive housing construction also in the last year of the Sixth-Five-Year Plan. There have been only 32,064 housing starts since the beginning of the year which amounts to only 58.1 percent of the annual target. Most of the available construction capacities have been assigned on the priority basis to the completion of apartments now under construction. Despite this, the organizations of the ministry of construction are supposed to start work on 23,104 apartment in the last 3 months of this year to meet the annual target. In view of this

situation we may anticipate that the completion of apartments will again be postponed to the fourth quarter of the last year of the Sixth Five-Year Plan.

A serious situation in the fulfillment of targets of comprehensive housing construction appears to be in the capital of Prague. Only 21 percent of apartments planned for this year were completed during the first 9 months of this year. A somewhat more favorable situation appears to be in capital construction in North Bohemia kraj. The plan of capital construction was fulfilled by 106.3 percent primarily because the plan targets were met on the construction project were centrally supervised.

Despite some minor shortcomings, North Bohemia kraj fulfilled the plan of housing construction particularly in selected okreses. Nevertheless, some problems appeared in the third quarter particularly in regard to completion of apartments this year. They are caused by the structure of unfinished apartments whose completion, for well-known reasons, has accumulated in the fourth quarter.

The start and also the completion of apartments construction is determined--and this applies not only to Northern Bohemia, but also to the capitals of Prague and Bratislava--by the delays in general preparedness of investors and designers and the resulting delay in preparation of the building sites but in the first place by the delays in completing water supply [lines] and sewer systems.

Since we are reviewing the overall situation in plan fulfillment by the organizations of the CSR Ministry of Construction which are extremely unfavorable, we must also state that a similar situation exists in regard to the organizations in Slovakia.

Both republics were relatively successful in fulfilling the plan with reference to the centrally supervised construction projects. In Bohemia and Moravia alone, the plan was fulfilled by 105.3 percent in terms of construction volume from the beginning of the year. Somewhat worse and more serious is the situation in terms of material fulfillment. In Northern Bohemia alone, which constitutes one of the key sections in the development of the fuel-power basis, of the 41 construction projects total the targets were not met on 17 building sites.

A serious situation exists also in the organizations of both ministries which produce building materials. The value of gross production amounted only to 97.9 percent and shipments to domestic trade to 95.8 percent since the beginning of the year. The total deficit of both ministries amounts to Kcs 373 million since the beginning of the year.

The targets have only been met by VHI Construction Machinery Zlín, Czechoslovak Stone and Earth Industry and Czechoslovak Brick Plants Brno. The biggest production loss was registered by Czechoslovak Ceramics Plants,

Cement and Lime Works, and Prefa. The total losses amount to almost four working days. In this branch, particularly in relation to the production program of VHJ Cermaics Works Prague and CEVA Prague, there are a number of objective causes which should be consistently eliminated, if the targets not only of this year, but also of the entire five-year plan and ultimately also of the Seventh Five-Year Plan are to be met.

We are approaching the end of the year. We do not have much time left to fulfill the 1979 targets. We must appreciate the effort of all workers who, by fulfilling their obligations, have contributed to the fact that the situation is not even worse. The year 1980 is not far away--the 35th anniversary of the liberation of the CSSR by the Soviet army. This period should stimulate not only the workers, but also all party, trade union and youth officials and organs to mobilize all forces for the fulfillment of the Sixth Five-Year Plan. All management workers must create necessary conditions for it.

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CSO: 2400

CPCZ DAILY URGES PROMOTION OF THRIFT IN AGRICULTURE

AU181638 Prague RUDE PRAVO in Czech 13 Nov 79 p 1 AU

[Editorial: "Sensibly and in a Well-Considered Way"]

[Excerpts] With the approaching stock-taking of this year's yields the time has come to analyze, in a businesslike and uncompromising way, the reasons why this or that has failed and also what can be improved in preparing for the new harvest. Not only the influencing of the results of the last year of the Sixth Five-Year Plan is at stake, but also the influencing of the results of the entire five-year plan. The insuring of these results demands great exertion and a concentration of all forces.

There is no need to conceal that we are not succeeding in fulfilling certain indexes of the plant and animal production plan. True, the tasks of the Sixth Five-Year Plan are very demanding. If people set themselves a high goal, and if the achievement of this goal is prevented by the vagaries of nature despite all the exerted efforts, there is no need to succumb to panic or nervousness.

But there is another matter which, on the contrary, should virtually rouse all responsible, particularly executive, workers. It is not enough merely to follow the yields or to evaluate bulks; it is necessary to assess more and more strictly at what price we are producing. Are we really succeeding in making the most effective use of all domestic resources and raw materials?

The new view on solving economic problems demands not only that we switch off superfluous electric lights, limit crude oil consumption and so forth but that the greatest thrift is necessary in spheres which show the highest energy requirements. That is why it is necessary, first, to raise the standards of management in individual unified cooperative farms and state farms and, second, tighten the interlinking of agricultural and food industry activities, as well as of sectors supplying agriculturists with the necessary material means.

We are still not succeeding in effecting certain structural changes. If the prices of many raw materials on the world markets are rising far more rapidly than the prices of finished products then it is advantageous to make use of every domestic raw material source, be this ever so difficult.

The changes of economic instruments that are to become valid as of the beginning of 1980 will also support a more rational utilization of all agricultural reserves. Their aim is especially to promote the breeding of livestock and sheep, the production of bulk fodder, the saving of grain mixtures, the achievement of expedient and economical utilization of fertilizers and of organic waste products, and the solving of certain other problems. The more perfect economic instruments will surely stimulate agricultural enterprises to adopt a structure of production that will better correspond to the all-social interests and needs.

But even the most perfect instruments of management mean nothing on their own--the decisive forces are the people working in agriculture, their knowledge of the new problems cropping up and their resolve to master new tasks and overcome all obstacles. For this it is imperative that primarily the economic workers on all management levels proceed uniformly, patiently explaining and pushing through the rational understanding of production and thriftiness, and thus also a higher effectiveness and quality of agricultural production.

CSO: 2400

CPCZ DAILY ON SHORTCOMINGS IN AGRICULTURE

Prague RUDE PRAVO in Czech 16 Nov 79 p 1 AU

[Editorial: "The Obvious Path of Agriculture's Development"]

[Excerpt] Not everywhere is the implementation of the new concept [aimed at increasing agricultural production] satisfactory. The studies on the future dislocation of agricultural production are being asserted only slowly in some districts. Also the changes in the ownership of the land fund hamper its purposeful utilization and they, moreover, curtail the activity of joint agricultural projects, for example of agrochemical centers, and the further specialization of agricultural enterprises. Agricultural enterprises--particularly those in districts where they still must grow a disproportionate number of various types of staples, a matter that makes a better utilization of high-performance machinery difficult--are pointing out the shortcomings that exist in asserting specialization. The aforementioned problems are especially obvious when it comes to the growing of vegetables and fruit.

The degree of asserting cooperation and specialization in individual districts varies. In more than one case the implementation of higher forms of management, characterized by a marked development in cooperative relations, depends on the standard of management work. In some places it has namely been ascertained that in large enterprises there is, so far, a shortage of cadres suitable for the new forms of management and work organization, cadres which would insure an efficient implementation of the new forms of management.

Experience confirms that the embarked-upon path of cooperation, concentration and specialization is correct. What is now primarily involved is a more efficient utilization of the possibilities provided by the establishment of large economic units. Hand in hand with concentration and specialization must also go the necessary comprehensive mechanization and chemicalization, because we cannot count with the harvest being forever insured by hundreds of voluntary helpers [brigadnici].

CSO: 2400

ENERGY PROBLEMS, GOALS OUTLINES

Leipzig ENERGIETECHNIK in German Vol 29 No 9, Sep 79 pp 337-341 manuscript received 18 Jun 79

[Article by Dr Wolfgang Waluszyk and Dr Jochen Matthes, engineers, Institute for Energy Supply, Dresden: "Thirty Years GDR Energy Supply"]

[Text] 1. Tasks of Energy Supply

In the directive to the 1976-1980 five-year plan, which was adopted at the Ninth SED Party Congress, there is the following statement: "The basic task of industry consists in the steady continuation of the dynamic growth which has been achieved since the Eighth SED Party Congress with the goal of creating decisive prerequisites for systematic raising of the material and cultural standard of living of the people, constant modernization of socialist production and strengthening export capability."

In terms of the energy supply, this results, among other things, in the list of tasks cited below which cover the period up to the year 2000, a list that is based on the long-term planning necessary for the energy industry:

--By 1990, 45-50 percent of all dwellings in the GDR are to be equipped with modern heating systems.

--At present about 1 million dwelling units (WE) are supplied with overland heating. In 1985 this will be about 1.6 million WE.

--In the period 1976-1980, about 70,000 WE are to be heated with electricity and about 60,000 with gas.

--By 1990, production of electrical energy will increase to about 140-150 TWh [terawatt hours] (in 1977 it was about 90 TWh). Generating station capacity will increase from 13 GW [gigawatts] (1977) to about 30 GW (1990).

--The length of the circuits in the systems U₁₁₀ kV will increase from about 24,000 km (1977) to about 34,000 km (1990).

--At present, the energy systems are called upon to supply about 6.4 million households, about 6,500 industrial enterprises, about 2,800 artisan producer cooperatives, about 5,000 agricultural enterprises (farming and forestry), and about 85,000 private artisan enterprises.

From these few statistics, it is obvious that every GDR citizen is involved with energy supply in some form or other, and in the most diverse sectors, at that. A short sketch of the development will serve to show what kind of accomplishments were required of the entire economy and energy workers in the past 30 years in order to develop an efficient energy supply.

2. Development of the GDR Energy Supply

Development of the GDR energy supply had its beginning in the rubble of World War II, which had been instigated by the German imperialists in the former Soviet occupation zone. The disproportionate shares of industry in this part of Germany had been pushed to the extreme by the suicidal idea of all-out war. In addition to the unequal distribution between the eastern and western parts of the country, production capacities were severely reduced by the effects of the war and were outdated because new investments were not made and because maintenance was severely neglected, they were quite worn out and were virtually without reserves.

By violating the Potsdam Agreement, which established the economic unity of Germany, the development of a peacetime economy by destroying the armament potential and the decartelization of monopolies, the Western imperialist countries consciously brought about the arbitrary division of Germany after they realized that the USSR, true to the agreements, was disposed to pursue by itself the path toward healing Germany and turning away from an aggressive policy and economy.

The split, which came as a result of this imperialist policy, multiplied the difficulties which, in any event because of the capitalist past, stood in the way of modern development. The factors given below are intended to attest to this situation in greater detail:

--Only a very small proportion of hard coal (about 5 percent of prewar mining in the territory of the two countries) was available in the area of the later GDR. The hydraulic power potential was small enough to be neglected. Thus, at first, only brown coal was available for our own raw energy basis.

--The political split involved the technical separation of the compound system in the electrical energy and gas sectors. The potential maximum equalization as a result of the north-south and east-west expansion was lost.

--About 2,400-3,000 MW of the generating station capacity in 1945 were in operating order in the GDR area. Over 60 percent of these installations

were more than 20 years old, and half of this number 30-40 years old. The situation was similar in the transmission and distribution systems. Large parts of the medium-voltage and low-voltage systems had been installed with steel lines. Increased mains leakage and problems of corrosion were the upshot of these procedures.

--Plants supplying gas were outdated to an even greater extent and were urgently in need of repair.

--Central overland heating systems were basically hooked up with industrial enterprises and were in part in very bad condition.

Accelerated construction of an efficient energy industry was a basic prerequisite for implementing the tasks of the First Two-Year Plan 1949-1950 with the goal of a rapid systematic increase in production by industry. Table 1 shows what difficulties our country had to cope with in this regard.

Table 1. Distribution of Industrial Branches (1936)

| | Area of the GDR Today (in percent) | Area of the FRG Today (in percent) |
|------------------------------------|---------------------------------------|---------------------------------------|
| Iron- and steel-producing industry | 6.6 | 93.4 |
| Iron and steel foundries | 21.7 | 78.3 |
| Machine construction for energy | 5 | 95 |

In this we see one of the main reasons why after 1945 production electrical energy could increase more rapidly in the FRG than in the GDR. In the gas sector, however, the GDR attained the prewar level in 1949; the FRG did not do so until 1953.

The Decree on the Reorganization of the Energy Industry, dated 22 June 1949, put an end to the fragmentation which had come about through historical development and which involved about 2,000 energy-supply enterprises. By standardizing the energy supply, efforts could be systematically concentrated on the most important key areas. A start was made by building new base-load power plants, a reliable high-voltage grid and an extensive high-pressure gas system. The new questions of ownership were very important for the young centrally-administered energy industry. Moreover, by virtue of energy consumption, which was both coordinated and systematically controlled, it was possible to achieve very high utilization of the energy-producing installations. Thus, base-load power plants in part reached a level of hours utilized at maximum load of over 8,000 hours.

However, it should also be revealed that up till 1953, regional cutoff periods during the evening were unavoidable for the benefit of industry. In spite of the high utilization of the production and distribution installations, these steps could be attributed, among other things, to certain disproportions in the development of different industrial branches as

compared to the output capability of the energy industry. The output capacity of the energy supply increased to 147 percent in the period 1950-1955, however, in the chemical industry it rose to 184 percent and in metallurgy even to 243 percent. To remedy these problems, investment programs (energy programs) were adopted and realized with the greatest urgency by party and government. These programs were later continued in the directive concerning development of the economy up to 1975 which was adopted at the Eighth SED Party Congress. With the directive to the 1976-1980 five-year plan, which was adopted at the Ninth SED Party Congress, this systematic approach was continued in order to supply the people completely and to supply industry in an orderly manner. Close cooperation with the USSR and the other CEMA countries is of fundamental importance for scientific-technical progress. A concrete expression of this for the energy industry is to be found, among other things, in the construction of the Friendship pipeline, in the hookup with the USSR's natural gas fields and in the Peace United Electrical Energy System with a common central dispatching office in Prague. It can be established that the development of the GDR energy industry to its present level would not have been possible without the socialist community and its material and idealistic help. In this regard, the USSR has a special involvement by making available primary energy sources, important raw materials and by material and scientific-technical support, as, for example, in the construction of the Rhinsberg and Lubmin nuclear power plants.

3. Development of Scientific Activity in the Association

The increasing importance of the energy industry for the entire economy and the necessity to create our own centralized scientific capacity led to the formation in 1963 of the Scientific-Technical Center of the VVB [association of state enterprises] for the energy supply and in 1970 to reorganization into the "Institute for Energy Supply" (IEV). Derived from the product group responsibility of the VVB for energy supply, the chief tasks of the IEV were first the following comprehensive areas of research (research sectors), based on efficient scientific organization:

- electrical energy supply,
- heat supply,
- research on requirements,
- efficient use of energy,
- socialist industry management
- computer technology.

In connection with the further shaping of the scientific facilities of the ministerial sector, the total research potential in the sector of efficient energy use was assigned to the Institute for Energy Production/

Central Office for Efficient Energy Use, Leipzig. In keeping with the responsibility of the VVB for energy supply, the research potential in the gas sector was assigned to the IEV, as were the tasks in the area of plant construction and maintenance.

Based on the requirements for an efficient and stable energy supply, the IEV has the task of directing the research potential toward accelerating scientific-technical progress as a primary factor in increasing efficiency and of making an important contribution to fulfilling the supply tasks of the VVB for energy supply with the help of purposeful rapid application of the results obtained from science and technology.

In the research sectors of the IEV the following partial tasks are being dealt with and the solutions found are being jointly put into practice with the first users:

Electrical Energy Supply

- problems of planning and shaping electrical energy transmission and distribution systems,
- problems of shaping electrical energy transmission and distribution installations in connection with the use of optimal systems of equipment and installations,
- rationalizing enterprise management, service and maintenance,
- rationalizing production preparation and technology in plant construction.

Heat Supply

- designing and optimizing overland heat supply systems and their primary equipment,
- further development of plant equipment on the part of producer and distributor,
- rationalization of enterprise management,
- automation and use of process computers.

Gas Supply

- guaranteeing the research lead in the sector of gas distribution and transmission,
- problems of territorial conversion to natural gas,
- problems of supply reliability and safety in gas distribution,
- cooperation in solving special tasks of coking plants and gas works.

Plant Construction and Maintenance

- problems of rationalizing maintenance and plant construction processes and the use of vehicles and mechanisms,
- problems of plant reliability,
- investigations on the training of the enterprise administration,
- problems of the material economy.

Socialist Industry Management/Socialist Enterprise Management

- problems of rationalizing management and planning of the reproduction process,
- scientific work organization,
- questions of research on energy requirements,
- investigating energy source costs.

Computer Technology

- basic problems of utilizing computer technology in the association,
- problems of applying computer technology to science and technology.

Development of Science

- scientific-technical investigation for the reproduction process of the association,
- development of long-and short-term research programs and of the main directions of international cooperation,
- basic investigations, studies, cooperation on essential advance research in research sectors,
- problems of rationalizing the research process.

The tasks of the IEV and the association which have been mentioned are being handled in close cooperation with the industry for plant construction, the facilities of the advanced and technical schools and the Academy of Sciences. For example, longer term agreements with the Technical University in Dresden, advanced schools, the Advanced School for Engineering in Zittau and other technical schools with an energy industry thrust have proven to be advantageous, particularly for the necessary basic research.

Special agreements on cooperation, joint work in international organizations and purposeful attendance at industrial fairs, and similar things, are of further importance for the scientific-technical development of the GDR energy supply. There is active cooperation by specialists of the association in the following groups:

--CEMA Standing Commission for Electrical Energy, Section 1 "Electrical Energy Systems," Section 4 "Scientific Research Endeavors," Section "Gas"

--Committee for Electrical Energy of the ECE [Economic Commission for Europe] of the UN: groups of experts: planning and operation of large energy systems; group of experts: distribution of electrical energy and rural electrification

--International Conference for Electrical High Voltage Systems (CIGRE)

--International Conference for Electrical Distribution Systems (CIRED)

--World Energy Conference (WEC)

--International Long-Distance Heating Conference

--Standing Commission for Petroleum and Gas Industries

--International Gas Union (IGU)

A more extensive exchange of experience and research cooperation on problems of individual energy sources have been going on with the USSR and other countries in the socialist community for years with good success. Key issues in international scientific-technical cooperation are problems of enterprise management, safety and automation of the electrical energy systems, and questions of temperature control in the overland heating systems. In the gas sector mainly problems of conversion to natural gas and enterprise management are involved.

4. Examples from Product Sectors for Use of Scientific-Technical Progress

Electrical Energy Supply

Based on a reliable supply of electrical energy, the necessity arose to prepare service and maintenance technologies such as are needed for an energy supply that functions to the greatest extent possible without disruptions--with high work safety for the personnel. The development of the technology of "live line work" created, in the framework of socialist team work, with the involvement of enterprises, combines and the IEV in the association, the prerequisites for implementing this technology in high-voltage installations. Through the immediate application of scientific-technical results the benefits cited below could be achieved:

--uninterrupted supply for consumers and an increase in the available transmission capability, thus avoiding production shortages for the consumers concerned,

--lowering transmission losses when there is full power utilization,

--creating prerequisites for optimal system expansion,

--increasing work safety and improving working and living conditions for the assembly personnel.

Continuation of research efforts to expand the possible applications of live line work to medium-voltage systems represented an annual value of about M45 million. The value from the development of special tools--in cooperation with the Schmalkalden tool combine--currently amounts to about M20 million each year. This does not include the "nonassessable" and the "idealistic" value which comes as a result of avoiding negative effects on the supply situation for the people. This circumstance is of particular importance in the steadily expanding electrification of modern households.

At present, about 20 percent of all work in the high-voltage system, about 22 percent in the medium-voltage system and about 80 percent in the low-voltage system, for which cutoffs have been required until now, are being carried out without interrupting operation.

Licenses for these processes were issued to the CSSR, the Hungarian People's Republic and the Socialist Republic of Romania.

Heat Supply

On the basis of the party and government resolutions concerning the energy supply for the capital of the GDR, special attention is being paid to the development, rationalization and stabilization of the overland heating supply of the association. With the theoretical studies which were carried out in the past few years in this regard, and with the practical tasks which were solved in close cooperation with the "Berlin Energy Combine," it was possible to derive important special findings and findings which are generally applicable for supplying large cities. On the basis of the existing supply systems, investigations were made on the design for the expansion of the GDR capital up to the year 2000. Basic solutions were found for the following partial problems of future expansion:

--problems of central temperature control,

--problems of output limits from direct feeds as a function of building density,

--operational questions and system-based questions on the enterprises in the compound overland heating systems,

--possibilities for substituting solid fuels for heating oil, particularly brown coal,

--incorporating storage plants into the overland heating systems,

--possibilities of nuclear heat and electric power plants in the overland heating systems.

With the introduction of the following values the material worth of these research efforts will achieve:

--a saving of about 800-1,000 kt per year of heating oil as a result of substituting solid fuels,

--improvement in results amounting to about M40 million per year,

--material savings of about M40 million per year.

The development of basic solutions for heat and electric power plants by the use of modules should be viewed as another example of effective scientific work in cooperation with the producers of the installations and the operators. The basis for the measure is the above-mentioned development up to 1990 in regard to heat requirements and the heat and electric power plants (HKW) being planned for the future. Using the experiences of the USSR as a basis, appropriate solutions with modules are being developed for this purpose. The use of standardized HKW's is the optimum variation for the installation manufacturer as well as for the enterprise management! Among others, the following results can be achieved by using these modules:

--decreasing the work involved in preparation and design,

--lowering investment costs,

--simplifying the assembly operation and shortening construction time,

--increased use of domestic energy sources and better utilization as a result of heat-power linking,

--lowering enterprise costs including a decrease in labor costs,

--lowering fuel heat consumption to 5.03 MJ [megajoule] per KWh.

Gas Supply

On the basis of technical development, the local gas systems in the GDR reveal a high proportion of cast iron conduits with caulked sleeve joints. The sealing effect of these joints depends on the swelling of the hemp fibers from the moisture content in the city gas. As a result of conversion to natural gas and dry long-distance gas, respectively, measures

are necessary to control gas losses and reliability and reliability and safety. A method was found in the "inhibition technique" which, with an economically justifiable outlay, makes it possible to guarantee the safety of the existing system parts without replacing the cast iron conduits. International experience helped effect development of the appropriate swelling agents and the requisite technological processes.

The following advantages are associated with the present processes:

- use of the gas-conducting systems without impairing enterprise operation,
- avoidance of street and underground construction work,
- low expenditure in terms of working time and costs,
- simple possibilities for use without time-costly preparation work,
- possibility of dealing with several leaks in one operation.

The advantage is established through the following effects:

- increasing enterprise safety and supply reliability,
- increasing the service life of existing installations,
- lowering enterprise costs for prophylactic protection and sealing of caulked joint gas conduits.

These effects, to the extent a financial value can be established, provide an annual value of M1-2 million for the association.

Socialist Enterprise Management

A key point in research tasks relating to enterprise management comes under the heading "formation of investment groups" to realize, on a territorial basis, important projects to effect efficient energy availability. By utilizing the results, the limited capabilities of the economy are concentrated in the availability of investments and the material-technical basis and are used purposefully for energy supply projects that are important both in regard to the territory and the economy as a whole.

The application of research results provides the following:

- reduction of investment costs and the demand for material-technical basis,
- lowering the demand for workers,
- increasing the technical, technological and technical-economic level of installation equipment,

--saving of construction capacity,

--saving of primary energy.

The first application of research results will mean savings of M40 million in investment costs (first stage of expansion) and a M4-million reduction in first costs for the energy industry.

Basic Research and Preparation for Research

The suggestions and guidelines regarding the importance of scientific work, which were confirmed at the past few party congresses and at the 10th plenum of the SED Central Committee, accord basic research an especially important place. The substantive preparation of research, especially basic research, has occupied an important place in the work of the association for years. In cooperation with the enterprises and combines long-term research programs, programs for coordinating research with facilities outside the association (for the technical areas of electrical energy transmission and distribution and heat supply) and bases for intensifying the IEV are being worked on. On the basis of the analysis of the reproduction process, of the problems of socialist enterprise management, the possible uses of modern equipment (for example, EDP [electronic data processing], microcomputers) and being oriented toward the peak international level, work on basic research is being looked after and even implemented. In this connection, cooperative relations, which underwent substantial expansion in the past few years, with the advanced schools and the Academy of Sciences should be emphasized. In addition to that, detailed objects for further research are being worked out on the basis of international contacts and the results of research work concluded and the exploration of scientific-technical development. The following results were achieved through joint work on this set of problems:

--increasing the quality of research results,

--improving the transmission and introduction of research results,

--reducing overlapping work,

--substantial expansion of cooperative relations with research facilities outside the association (a gain of about 30 VbE [full employment units] per year),

--concentrating the use of the science and technology reserve on key tasks,

--standardizing the manuals of requirements while drawing up research and development objectives,

--improving the continual observation of objectives up to the point of introducing the results,

--substantive improvement of international cooperation by creating national work programs.

Socialist teamwork has priority importance in the preparation and implementation of research and in the realization of its results. Successful work is possible only if the following points of view are observed--and this applies equally to all product sectors:

- close cooperation between science and production in the stages of research leading to realization, including involvement of the workers who are to carry out the appropriate jobs;

- close cooperation by experts from various technical fields in interdisciplinary teams (for example, in the framework of the Chamber of Technology) to solve the variously interrelated comprehensive tasks;

- extensive involvement of innovators, and brigades of innovators and youth;

- smooth relationship between research and application of same in order to be able to directly test, in a practical way, the results of research and apply them.

A further key issue in introducing new processes and technologies is the ideological preparation of the personnel involved. A brief explanation is offered as an example, using the technology of "live line work":

The chief ideological problem lies in the different protective measures involved in jobs at disconnected installations in contrast to live line work. With the new technologies, the protective measures which were customary until now (testing for dead circuits at the work site, grounding and short circuits in front of and behind the work location) no longer apply and now, by observing new safety precautions, the assembler must work directly on potential and, with appropriate safety measures, on hot parts. Good ideological preparation is also responsible for the fact that the skepticism which was present at first toward such activities was completely overcome, and today many jobs in the transmission system are carried out routinely and safely. Special merit is due the workers in the model brigades, who through high political consciousness and high technical ability have made their contribution to socialist rationalization.

The association of the VVB for energy supply likewise devotes special attention to the problems of efficient use of energy in the production and distribution systems. This concerns these comprehensive areas:

- levels of conversion efficiency in the production of heat, electrical energy and gas,

- energy source use in auxiliary process,

- creation of modern heat transport systems,

--lowering mains leakage in the electrical energy systems by an optimal reactive power balance, optimal use of equipment, influence of corona losses and the determination of energy quality criteria that are technically economically justified,

--influencing load curves,

--use of the waste heat of power plants and transformer stations.

In addition to the comprehensive areas mentioned, energy use problems of industry, construction and so forth, which are specific in terms of the division of labor, are being dealt with in the energy combines by the "bezirk offices for efficient energy use." One example will show what importance efficient use of energy has for our country. A heat equivalent of about 2.5 million tons of crude brown coal can be released just by using the waste heat of numerous existing industrial ovens and putting them into use to heat metals, liquids and bases and for melting, smelting, sintering, drying and burning. With the demand for all energy sources, which is increasing exponentially over time, the use of these reserves, as developments in other industrial countries shows, is a permanent pressing requirement of scientific work in all industrial branches. Only the cooperation of producer, distributor and user can solve the problems of supplying energy to industry and people with special consideration of efficient energy use.

5. Several Key Issues in the Further Scientific Work of the Association

The number of workers involved in the energy supply is not to increase to any degree in the next 10-15 years so that the growing tasks must be solved with the same number of workers. Thus, the increase in work productivity required to do this is to be guaranteed primarily through scientific-technical measures.

Thus, scientists, technicians, economists and innovators in energy supply are faced with important tasks. But new and more efficient solutions are also to be demanded of the manufacturers of our installations and equipment. Key points in the scientific work will be primarily the broad areas listed below:

--improving planning bases and methods of figuring in order to derive solid forecasts for energy requirements and to shape optimal production and transport systems,

--development of long-term installation and equipment designs to derive long-term support programs for the manufacturing industry,

--intensification of enterprise management with the goal of extensive automation to improve supply quality and lower service costs,

--scientific penetration of all service and maintenance processes,

--material economy,

--use of other energy sources for energy-producing purposes within the meaning of efficient energy use.

Efficient and successful solution of these tasks for the benefit of our country requires peak performance by all workers in our association at their places of work. Only an uncompromising orientation to the highest international level, the use of the most modern methods and processes will make it possible for us to definitely solve the supply tasks today and in the future.

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FIGURES CITED IN DEVELOPMENT OF ELECTRICAL INDUSTRY

East Berlin ELEKTRIE in German Vol 33 No 9, Sep 79 pp 450-452

[Article by Otfried Steger, Minister for Electrical Engineering and Electronics: "The contribution of the Electrical Engineering and Electronics Industry Toward the Strengthening of the GDR Material-Technical Base"]

[Text] The realization of the directives of the Eighth SED Congress was marked in the electrical engineering and electronics industry, as in others, by a continually growing contribution to the acceleration of scientific-technical progress.

In the "Directive on the Five-Year Plan for the Development of the GDR National Economy, 1971-1975" that was passed by the Eighth Party Congress, the electrical engineering industry was given the priority task of meeting the needs of the national economy, especially basic industry and the chemical and machine construction industries, for equipment and subcontractor items from electric power engineering, for scientific instrument construction and for BMSR [industrial measuring, control and regulating] technology. It was also charged with meeting all export obligations toward the USSR and other socialist countries, realizing a high export rate, especially of electronic and instrument construction products to other lands, and making a growing contribution to the steady supply of the population with consumer goods of high quality.

The decisions of the Eighth Party Congress aimed especially toward a high level in the fields of semi-conductor technology and microelectronics, toward a faster pace in basic and applied research, in electronic data-processing, control technology and scientific instrument construction.

In giving these directives, the party of the working class had set a goal which the management and planners of enterprises, especially in the field of science and technology, adjusted to in a logical manner.

During the 1971-1975 Five-year Plan, many demanding problems of the national economy were solved by the workers in industry. Of fundamental importance in this achievement was the increase in production of semi-conductor construction elements and electronic construction components to 245 percent, and of

transistors to 280 percent, as compared with 1970. The same is true for the production of data-processing installations and peripheral instruments, where construction was increased to 183 percent. During this five-year plan alone, 225 electronic data-processing installations were produced. In the field of scientific instrument construction, important conditions for future productivity increases were established through the completion of important investment projects. The manufacture of products for material and structural analysis, photogrammetry and length-measuring technology grew to 333 percent. In the total industrial field, industrial goods production rose to 155 percent and work productivity to 139 percent during this five-year plan.

Exports increased at a fast rate. The goal of the five-year plan directive to provide electrical and electronic consumer goods for the population was surpassed. An important expression of the growing level of performance in the reproduction process, as well as the formation of socialist personalities, was the development of the qualification structure. Compared to 1970, the number of university cadres working in the electrical engineering and electronics industry has doubled. The number of technical school cadres increased to 126 percent, of specialists to 110 percent. Simultaneously, the ratio of workers without completed education decreased. In the preparation stage of the Ninth SED Party Congress, many excellent initiatives were developed with the purpose of systematically fulfilling or deliberately surpassing planned tasks. Under the motto "In Honor of the Ninth SED Party Congress--Greater Usefulness from Each Mark, Each Work Hour and Each Gram of Material," results which deserve high praise were achieved in the year 1975 and the first quarter of 1976, the year of the Ninth Party Congress. In 1975 alone, a production increase of 1.5 billion marks was realized in industrial goods production.

A total of 14,700 brigades, master cadres and research and development collectives consisting of 330,000 workers competed for the honorary title of "Collective of Socialist Labor," with 115,000 employees working according to collectively creative plans, and 60,000 according to individually creative plans.

To an increasing extent, the acceleration of scientific-technical progress stood at the center of management and planning. Proceeding from the realization that scientific-technical progress in electrical engineering and electronics, especially through the development and broad application of microelectronics, leads to an ever stronger unification of product and procedure development, the party organizations directed their political-ideological work increasingly toward development of the technical level of production.

The Ninth SED Party Congress decided to continue the long-range strategic orientation toward the primary task of raising the material and cultural living standard of the people. The high rate of development attained in the electrical engineering and electronics industry in preparation of the

Ninth Party Congress was continued through realization of the decisions of the congress, and was further improved in the field of science and technology in particular.

The main emphasis in this development was placed on a deepening of socialist intensification and the comprehensive utilization of qualitative factors of production, the "10 points of intensification," as they were called by Comrade Erich Honecker, general secretary of the SED Central Committee, during his consultation with the first secretaries of the bezirk party leaderships.

With the new plans for science and technology, high standards were given to scientists, technicians and innovators pertaining to the development and transference of new products, technologies and methods.

In implementation of the decisions of the Ninth Party Congress and the Second SED Central Committee Plenum, important scientific findings for increasing the speed and effectiveness of scientific-technical work were presented to leading cadres, workers, scientists and technologists of industry at a "Central Work Session on Science and Technology," held in Berlin in November 1976 under the auspices of the Ministry for Electrical Engineering and Electronics. This meeting was especially useful because in all important fields of technical application and technology it gave an analysis of the level already achieved and, building upon this level, gave unified direction to future work. Much attention was paid to tasks in the development of microelectronics. There was consultation on problems which had to be solved in order to develop modern basic technologies for microelectronic components, microprocessors, pocket calculators, electronic watches and cameras.

These discussions were important and laid the foundation for additional theoretical work in preparation of the Sixth SED Central Committee Plenum in 1977, where acceleration of the development rate of electrical engineering and electronics emerged as a task of importance for the entire national economy, and where the dominating role of microelectronics in the process of intensification emerged as a central question of scientific-technical progress. The SED Central Committee directed the attention of party workers, scientists, engineers and managers on all levels of the national economy to the task of mastering microelectronics as one of the basic aspects of the scientific-technical revolution.

The Sixth Plenum oriented the employees of the electrical engineering and electronics industry especially toward increasing, first of all, their own achievements through additional intensification in the electronic component and instrument industry as well as in the manufacture of technological equipment and subcontractor items. Emphasis was placed on opening up reserves as a condition for meeting demand, on the development and concentration of research, development and production, the more intensive utilization and reconstruction of already existing basic facilities, success in close cooperation between the producers and users of components, the intensification and expansion of research designed to establish a scientific lead, and

the general increase in the quality of subcontractor items from the other sectors of the national economy. Another priority mentioned was the deepening of cooperation between the development and production collectives of the GDR and the USSR as well as the other socialist countries. The decisions and materials of the Sixth SED Central Committee Plenum met with broad response in all industrial branches in that sector. On this basis, the concentration process was continued through formation of the Microelectronics Combine VEB, and cooperation with scientific institutions, especially the GDR Academy of Sciences, the Dresden Technical University and the technical colleges and universities, was raised to a higher level of quality. The development and application of microelectronics in the electrical engineering and electronics industry, and in other areas of the national economy, became the focus of political-ideological and technical work. The result of this process, which is taking place, now as before, with great speed, is that today there is available an extensive assortment of microelectronic components, of integrated and highly integrated circuits and microcomputers for diverse purposes of the national economy, an assortment that for its users results in essential savings in material, energy and working time and in a considerable increase in work productivity. Just what progress has been made in this field since the Sixth SED Central Committee Plenum became especially evident at the Leipzig Spring Fair of 1979, where the large number of practical uses of microelectronics--in scientific instrument construction, power plant construction and automation equipment construction--demonstrated the already attained high level of achievement.

The challenge to the electrical engineering and electronics industry now is to increase further the pace of development in this field which is decisive for scientific-technical progress, to meet the rapidly growing demands and, at the same time, to create conditions for increasingly more highly effective utilization possibilities for microelectronics.

The dynamic development of the GDR electronics industry is inseparably linked with socialist economic integration with the USSR and the other countries of the socialist community. Characteristic of the already attained level of integration of our national economy with the brother countries are especially the 30 government and ministerial pacts and the more than 120 agreements on the economic management level. In this connection, the "Microelectronics" agreement between the USSR and the GDR is of unusual importance for the further expansion of scientific-technical cooperation. It will serve to make even better use of mutual possibilities for accelerating scientific-technical progress.

The same is true for the work of international organizations like the "Uniform System of Electronic Computer Technology" (ESER) and INTERELECTRO, and it is also true for the steadily growing exchange of products. Compared with 1977, exports of electrical engineering and electronics products to CEMA countries rose to 110.3 percent in 1978 and will continue to develop at a high rate.

Equally remarkable is the share of the industry in exploring space in conjunction with the Interkosmos program. With the multispectral MKF-6 camera,

produced by the Carl Zeiss JENA VEB, and the EE-2 camera, produced by the Dresden Pentacon Combine VEB, new standards were also set in management and planning for the complex completion of research and development up to the production stage.

The 1977 year was marked by achievements and initiatives of many collectives in the competition honoring the 60th anniversary of the Great October Revolution and implementing the decisions of the Sixth SED Central Committee Plenum. The initiatives of comrade Steinfuehrer from the Berlin Lightbulb Works--"Everybody Produces Quality for Everybody"--the initiative of the Leonhardt master cadre from the Saxony Works in Dresden in regard to the "October Course 60," and the pledges of Carl Zeiss JENA VEB to fulfill the Science and Technology Plan within only 10 months--these initiatives resulted in a great number of activities in the industry.

The fulfillment of the 1977 Economic Plan, for instance, created other essential conditions for the completion of competition goals and the realization, 30 days ahead of schedule, of the industrial goods production of the 1976-1980 Five-year Plan in the electrical engineering and electronics industry.

A margin of 8.3 work days was gained in the first 2 years of the five-year plan.

In the course of the effort to complete the national economic plan it was demonstrated that the collectives were increasingly better able to fulfill their role as pacesetters, and they proved in general to be the most stable and productive economic units. This was shown, among other things, by the fact that the collectives working directly under the ministry achieved a higher rate of development in important index figures of the plan than other branches of industry managed by VVB's [association of state enterprises].

Further intensification in the year 1977 likewise resulted in noteworthy progress. The economic effectiveness of scientific-technical progress was further increases. A total of 90 percent of work productivity was realized through measures of the Science and Technology plan and of scientific work organization.

Building on these results, work in 1978 was marked overall by preparations for the 30th anniversary of the founding of the GDR.

The joint program of the Ministry for Electrical Engineering and Electronics and the Central Executive Board of the Metalworkers Union--"30 Good Deeds by the Workers of the Electrical Engineering and Electronics Industry for the 30th Anniversary of the Founding of Our GDR"--was the focal point of the socialist competition.

In the 1978 plan year, all branches of our industry have fulfilled and surpassed their production quotas. Compared with 1977, there was an increase of 8.1 percent in industrial goods production and of 7.7 percent in work

productivity. In order to make available for the population a better supply of modern consumer goods of the electrical engineering and electronics industry, the planned quota was surpassed and an overproduction of 90 million marks worth of goods was achieved. Successful was the work in the field of microelectronics. The production of integrated circuits rose to 136 percent, the production of optoelectronic indicators tripled. Production of microprocessors was started. In export, too, the rate of increase compared with previous years was above average. The lead in industrial goods production for the five-year plan rose to 18 days. By the end of 1978, the industrial goods production plan had been met and surpassed month after month for 4.5 years in the electrical engineering and electronics industry.

Increasing the role of science and technology for the further implementation of intensification became a focal point in the political-ideological work of the party organizations and in management and planning. On the basis of the realization of government contracts, positive results have been achieved in the scientific-technical preparation and completion of complex economic processes. In the field of microelectronics this applies especially to the development of freely programmable controls for machine construction, to materials economy in the use of copper in the cable industry and in electrical machine construction, as well as to other problems.

In the course of the dynamic development of industrial production, work was concentrated especially on increasing the stability and continuity of production, on guaranteeing subcontractor products for intrafirm cooperation and on continuing the concentration process. Management activity was directed toward increasing the effectiveness and flexibility of the reproduction process by more extensive utilization of in-house capacities, and the result was that the five-year plan goals for in-house production of rationalization means were realized as early as 1978.

The young people in the industry have an essential share in these results in the struggle to strengthen the material-technical base of the GDR. Following the proven principle of socialist youth policy--namely, to treat our young people with respect and give them responsibility--they are being included in the solution of problems pertaining especially to materials economy, the decreased use of energy and savings in working hours and jobs. The 1,500 youth brigades in our industry are working especially hard to achieve progressive results in completing demanding competition goals.

Within the FDJ "GDR 30" appeal and in preparation for the National Youth Festival in Berlin, 82,500 young electrical and electronics technicians helped accomplish 10,000 innovator tasks within the scope of the "Tomorrow's Masters' Fair" movement, and their efforts resulted in earnings of 80 million marks.

Essential support for the political-ideological work in the process of the struggle for completion of assigned tasks was given by the materials of the Eighth and Ninth SED Central Committee Plenums in May and September 1978.

As early as February, Comrade Erich Honecker, general secretary of the SED Central Committee, had provided long-range orientation for political-ideological work during a consultation with the SED first bezirk secretaries. In his statements on the principles of a more effective relation between science and production, Comrade Erich Honecker praises, among other things, the constructive cooperation between the Dresden Technical University and the Institute for Microelectronics. This consultation on important questions for our economic and social development found broad application in the electrical engineering and electronics industry; it opened up new initiatives and resulted in progress in political-ideological and technical management activities.

The concentration process was continued in 1978 through the establishment of combines directly under the ministry. Since January 1979, all enterprises in this industry have been combined into combines placed directly under the ministry. Each combine has available a large material, financial and intellectual potential in order to make an important contribution to development of the national economy.

At the beginning of February 1979, the industry's 10th plant managers' seminar was held in Berlin. For 3 days, the plant and institute directors of the 17 combines held consultations in evaluation of the Ninth SED Central Committee Plenum and on the basis of an overfulfilled January plan, under adverse weather conditions, on the measures necessary for all-around completion of the goal of "30 Good Deeds in Honor of the 30th Anniversary."

In a letter to the SED Central Committee and its general secretary, Comrade Erich Honecker, the workers of the electrical engineering and electronics industry reported on the level of socialist intensification achieved in 1978 and pledged to continue, by setting challenging goals for themselves, the dynamic growth of the industry during the 30th year of the founding of the GDR in an accelerated way.

They have set the goal, among other things, to achieve additional production amounting to 1 working day beyond the increase in industrial goods production provided for in the state plan target, to increase to 26 working days the already achieved margin contained in the five-year plan goals and to raise work productivity by 6.6 percent, the production of high quality consumer goods by 10.5 percent, and spare parts production by 14 percent.

The broad range of goals, the elan and willingness with which ten thousands of collectives under the leadership of the workers' party are fighting for the realization of these goals demonstrate that the workers of this industry are conscious of their great responsibility for developing the national economy at a fast pace. Good motives in this struggle are such new forms of competition as the personal plan suggestions of the workers in the Nordhausen Telecommunications Works VEB, the guarantee of an increase in quality at the Carl Zeiss JENA VEB, the Goeschwitz branch, and the intensification-contract work at the Karl Marx Numerik VEB, Karl Marx Stadt, which are signs of new quality in cooperative work among researchers, designers, technologists and production workers.

The 10th SED Central Committee Plenum took place in April of this year. Its decisions and materials pay tribute to the achievements accomplished in the first third of the year by the workers under the leadership of their party organizations, and they decide on additional measures to be taken for the continuation of our economic and social policies. A wide response in the electrical engineering and electronics industry was evoked by the remarks of Comrade Erich Honecker in his final words on the great responsibility of the combines for production development in the national economy, and on the greater challenges for the managers of collectives in regard to developing such qualities as fighting will, impatience, organizational talent and a mass-related style of labor.

On the basis of the competition accounting as of 30 June with a completion of 50.2 percent of the annual plan, including a challenging counterplan, consultations were held in all combines on further increasing production output, especially for products for which there is a high demand in the national economy. In its state leadership role, the ministry addressed itself especially to strengthening the role of the combines and to raising the quality of managerial activities on all levels. The materials covered during the 10th SED Central Committee Plenum stressed the results achieved in the field of microelectronics. This was a sign of appreciation, but also of a responsibility to realize additional top achievements within a short time, to apply them on a broad level of the national economy and to comply the all-around obligations in connection with the 30th anniversary of the GDR.

At this moment, a short time before the great anniversary of our country, we can state that the 455,000 workers of the electrical engineering and electronics industry are facing the 30th anniversary of the founding of the GDR with a proud feeling of accomplishment in their work, and that enterprises and combines are equally well equipped for finding solutions to the challenging tasks of the future.

All collectives deserve thanks and recognition for this, coupled with good wishes for further successful work in completing and surpassing the planned tasks for strengthening the material-technical base of our German Democratic Republic.

The party of the working class and the government of our state can count on the fact that electrical and electronics workers will continue to make a contribution so that our country, in firm alliance with the Soviet Union and the other socialist brother countries, and held in high esteem by the forces of peace all over the world, will do justice to the mission of strengthening socialism and maintaining and confirming peace.

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DEVELOPMENT OF TRANSPORTATION SYSTEM REVIEWED

East Berlin DDR-VERKEHR in German Vol 12 No 10, Oct 79 pp 362-367

[Article by Franz Reipert, economist, GDR Ministry for Transportation, and Heinz Seifert, engineer, economist, Scientific Management Operations Program for the Transportation Minister: "The GDR Transportation System--30 Years in Facts and Figures"]

[Text] 1. The Development of the Performance Capability of the GDR Transportation System

The transportation system of the GDR developed in the past 30 years on the basis of a perfecting of socialist conditions of production and on the basis of the economic laws which are operative in socialism and this transportation system has become a significant branch of our national economy.

The economic policy of our party and national leadership was and is directed toward intensive economic growth in all areas and toward a rapid increase in the productivity of labor and in efficiency. Thanks to the diligent, responsible and creative labor of all workers of the GDR there has been in the past 3 decades a record of continuous economic development. The rates of growth of the total social product as well as of the national income produced have taken on entirely new orders of magnitude. In the time interval from 1949 to 1979 the total social product has approximately increased eightfold and has thus exceeded the 400 billion limit. The national income has increased sevenfold with the increase in the seventies amounting to 51.6 billion marks.

As in every highly developed industrial state so also in our socialist worker and peasant state the relations existing between the economic area, the area of social life and that of the transportation system assume so many forms and are so close that the further development of the economy and the ever better satisfaction of material and cultural human wants would be inconceivable without an efficient transportation system.

More than ever before both the smooth process of production and the supply of the economy with raw materials and the supply of the population with

vital commodities as well as the strength of the GDR's foreign economic relationship in the transport area all depend upon a transportation system functioning in accordance with plan and on schedule. On the other hand the effectiveness of the transportation process and the delivery process depend essentially upon the work of the other branches of our economy and upon their close cooperation with the transportation system. These mutual relationships manifest themselves in an equally continuous growth in the quantity transported and delivered and in corresponding levels of performance in the individual branches of transport and in the transportation system as a whole. In the period from 1949 to 1978 transport performance increased in goods traffic by about 129 billion ton-kilometers and transport performance in personal traffic increased by about 30 billion passenger-kilometers. (Graphs 1 and 2)

2. The Effects of the Demographic Development of the GDR Upon Personal Traffic

The development of personal traffic was influenced in the past 3 decades by demographic development and social progress in our republic which gave rise to generally increasing transport requirements which had to be met at an ever higher level of quality.

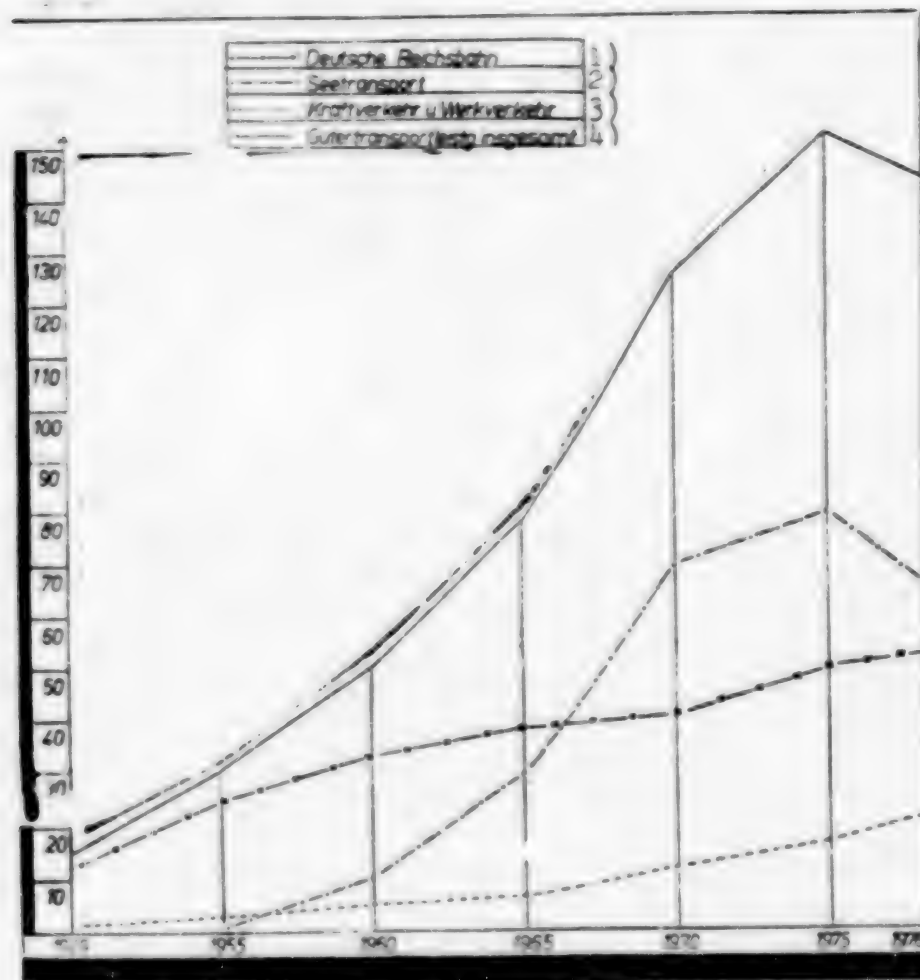
In all branches of transport within the domain of public personal transportation there have been changes in the structure and in the scope as well as in the territorial distribution of traffic flows, particularly at the beginning of the second decade of the existence of the GDR.

The railroad concentrates upon occupational traffic in the congested centers to the amount of about 65 percent--resulting from the number of persons transported--and concentrates upon long-distance traffic to a percentage of 35 percent over medium and remote distances, particularly in order to provide service travel traffic and business traffic as well as long-distance vacation traffic. (Graph 3)

On the other hand the most important transportation tasks have been transferred to public motor traffic and urban local traffic. These tasks arise from the working, residential and recreational process in the relatively limited area of the towns and districts. Here in the past decades there has been an enormous increase in the number of persons to be transported. While the fraction of the total transport quantity still amounted in 1950 to 65 percent, at the present time it has increased to about 84 percent. (Graph 4)

In terms of the absolute orders of magnitude it may be stated, however, that in the period after 1960 the rates of increase have been lower because the effect of individual motorization has been increasingly pronounced. The number of licenses for motorcycles, mopeds and passenger automobiles has more than tripled in the last 2 decades of the existence of our nation. (Graph 5)

Graph 4. Development of Total Goods Transport Performance and of Goods Transport Performance in Selected Branches of Transportation in Billions of Ton-Kilometers (inland waterway shipping: 1978 = 2.3 billion ton-kilometers; civil air transport: 1978 = 0.1 billion ton-kilometers; pipeline transport: 1978 = 4.7 billion ton-kilometers; work traffic: only passenger car transport was included)

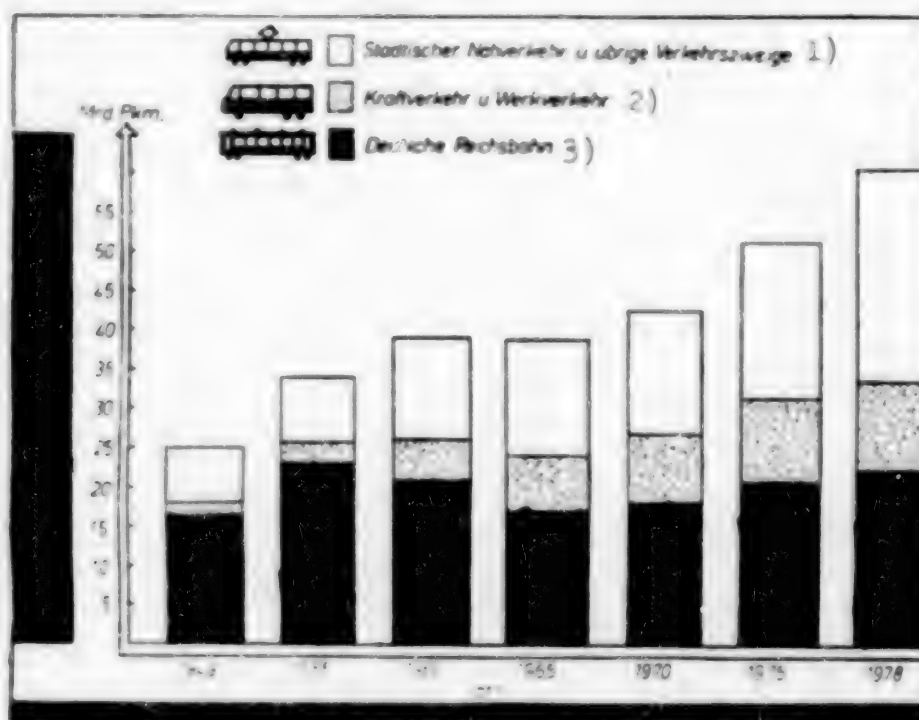


- Key: 1. German National Railway
 2. Ocean transport
 3. Motor traffic and work traffic
 4. Total goods transport performance

With the continuous intensification of international cooperation and especially with the general strengthening of relations between socialist countries, there has also been a dynamic development in international travel. This has included especially a substantial upturn in tourism in recent years and this tourism has had a decisive effect upon transport tasks of railroad

and air travel across our borders. In 1978 a total of about 51.3 million persons traveled from and to the GDR or were in transit. Thus, for example, INTERFLUG, in numbers of passengers transported on the routes within the CEMA area, occupies first place among socialist air transport enterprises and thus constitutes after AEROFLOT the second largest transportation capability. In addition there is a steady increase in the number of flight passengers flying to the countries of Asia, Africa, America and the Near East.

Graph 2. Development of Personal Transport Performance (total) and Selected Traffic Carriers (work traffic: only passenger car personal transport included)



- Key:
1. Urban local traffic and residual branches of traffic
 2. Motor traffic and work traffic
 3. German National Railway
 4. Billions of passenger-kilometers
 5. Year

3. The Effects of the Development of the Total Social Product Upon Goods Traffic and Transshipment of Goods

Despite the growing demands of the national economy upon the transportation system the specific transportation cost which must be paid for a fixed unit of the total social product is steadily diminishing and as compared with the year 1949 had been reduced to 65 percent. This is a consequence of the steadily increasing capability of the transport system, a result of the

continuous and purposeful socialist transport policy which takes into account social needs.

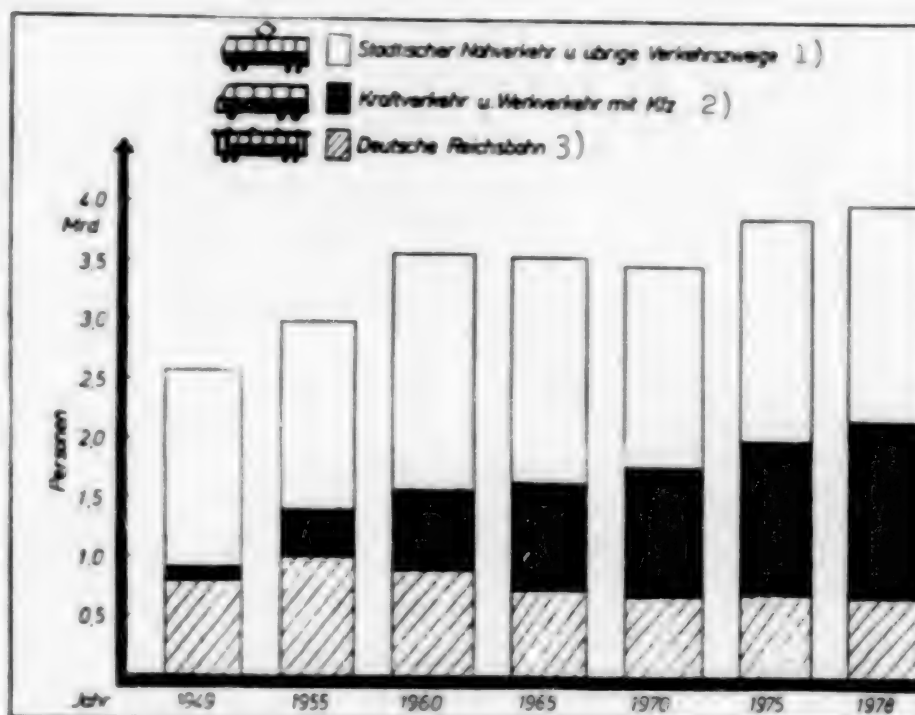
Graph 3. Development of Service to Travelers



At 65 percent, the railroad provides the greatest fraction of goods transport performance among all national transport facilities. Thus this branch of the transportation system continues to constitute the backbone of the unified socialist transportation system. The quantity of goods transported has approximately tripled in the past 30 years and the ton-kilometer performance has risen in this period to as much as 440 percent.

Through a planned and economical division of labor among railways, motor traffic and inland waterway shipping as well as by the formation of piece-goods nodal points and car-loading nodal points, enhancing overall the efficiency of transportation and transshipment processes, there has been increasingly a shift of transport in the local domain to motor traffic which is there more economical. Another consequence of this has been the development of the average transportation distance for the railroad from 112 km (1949) to 177 km (1978).

Graph 4. Total Number of Persons Transported and Numbers in Selected Carrier Groups

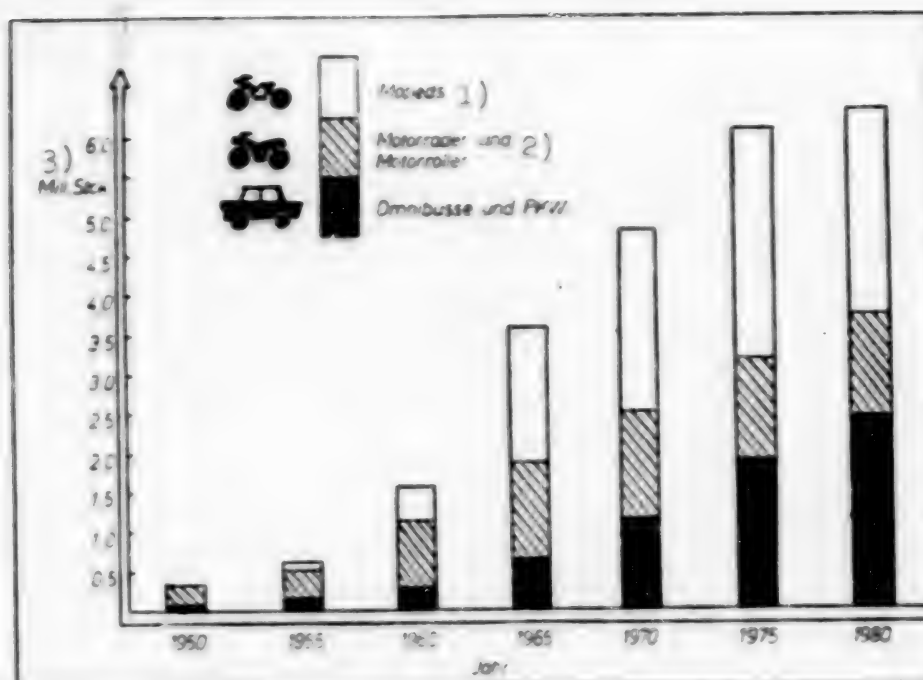


- Key:
1. Urban local traffic and residual branches of transportation
 2. Motor transport and work transport with passenger automobiles
 3. German National Railway
 4. Billions
 5. Persons
 6. Year

There were no decisive changes in the structure of the types of goods transported by railroad. The transport-intensive domains of the economy, especially the coal and energy industry, the construction industry and the metallurgical and chemical industry continue to make up about 60 percent of the total scope of transport achieved by the German National Railway.

In highway goods traffic the highest growth rates have been achieved both in terms of the quantity transported and in terms of performance. Measured in terms of total goods transport in the GDR about 60 percent of all goods are transported at the present by road. Thus it is the primary task of motor traffic to guarantee access to and takeup from the railroad and to carry out surface transport in the "Territorium." The performance capability of public motor transport was planned in such a way that in the range up to 50 km all transport is handled by the latter carrier. The most important varieties of goods transported are building materials (56 percent), commodities for the general population (34 percent) and other goods (10 percent).

Graph 5. Automobile Vehicle Inventory



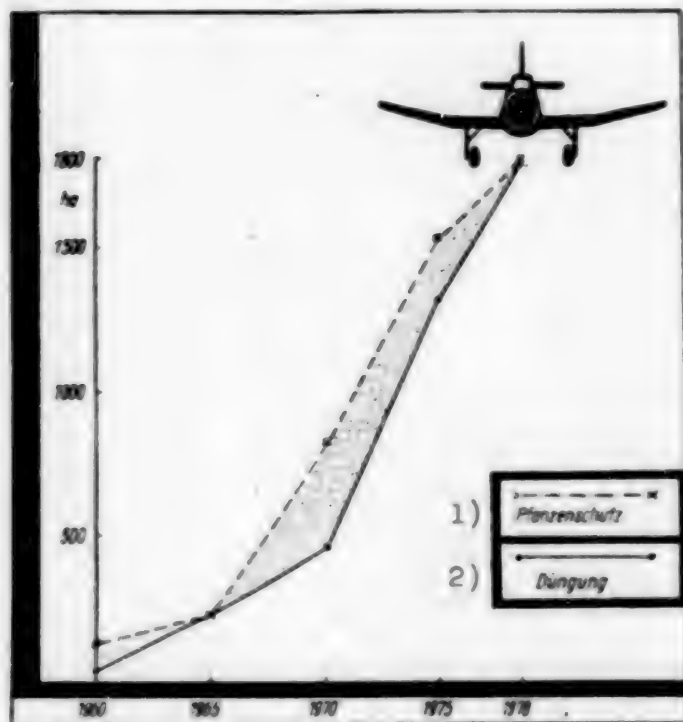
- Key:
1. Motorcycles and motor-rollers
 2. Buses and passenger cars
 3. Millions of vehicles
 4. Year

The capacities of the work traffic having its own automobile vehicles were, particularly in the years after 1965, increasingly included within the transport planning of the entire transportation system.

In order to improve the effectiveness of the utilization of the transportation capacities of the national economy it was also decided in 1978 to aim at the planned continuance of the formation of work-transport associations [Werkfahrgemeinschaften] in accordance with existing needs--in particular those of territorial rationalization--in order to attain a higher level of efficiency on a national scale.

This has had the consequence that this domain of performance today already encompasses over 50 percent of the total transport aggregate. Here the measures carried out in the years after the Ninth Party Congress of the SED have more than anything else made it possible to decisively improve the effectiveness of the use of transport and transshipment capacities. These were measures of territorial rationalization through the formation of work-transport associations and associations for loading and unloading. At the present time there exist almost 500 such associations which carry out territorially differentiated tasks in goods traffic and personal traffic as well as in goods transshipment.

Graph 6. The Development of the Industrial Aviation Portion of Civil Aeronautics by Selected Domains



Key: 1. Plant protection
2. Fertilizing
3. Hectares

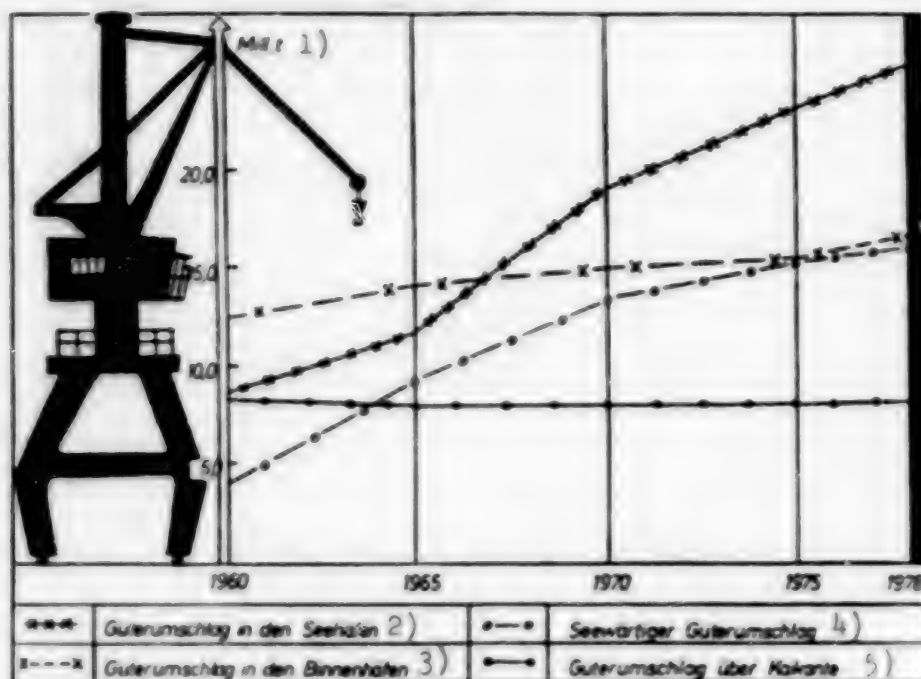
With the step-by-step building up of the merchant marine fleet after 1950 and the step-by-step increase in the capacity of ocean harbors, particularly after 1960 in the overseas harbor of Rostock, there were accomplished from year to year ever more extensive and more complicated transportation tasks in ocean-borne goods transport. The marine transport industry of our republic performs important tasks in foreign trade and thereby contributes to furthering worldwide economic and scientific technical cooperation among the nations, especially within the context of socialist economic integration with the member states of the CEMA.

The merchant fleet of the GDR transports at the present time about 60 to 65 percent of the export and import goods of our republic and in addition carries out extensive service exportation [Dienstleistungsexporte]. About 90 percent of the sea-borne goods traffic is carried through the ocean ports of the GDR.

On the principal waterway network of our country which is about 1,500 km in length there are transported at the present time over 20 million tons of goods annually; the inland waterway shipping of the GDR makes up about 75 to

80 percent of this. The transported material includes principally mass goods like coal and building materials (about 63 percent) and is concentrated upon the canal waterways between the Elbe and the Oder, especially in supplying Berlin, the capital of our republic. (Graph 7)

Graph 7. Goods Transshipment in the Ocean and Inland Waterway Harbors of the GDR (no data available before 1960)



- Key:
1. Millions of tons
 2. Goods transshipment in ocean harbors
 3. Goods transshipment in inland waterway ports
 4. Sea-borne goods transshipment
 5. Goods transshipment over arsis

The goods transport across the border has developed from about 28 million tons (1960) to over 42 million tons (1970) and in 1979 will amount to about 75 million tons. Of this almost 42 percent is the goods traffic with our principal trade partner, the Soviet Union.

The dynamics of the foreign trade relationships between the socialist countries is demonstrated by the fact alone that goods transport has more than doubled between 1960 and 1970 and by the year 1980 will triple. This development includes an aggregate of transported goods amounting to about 80 million tons over transportation periods which on the average are relatively long.

4. The Development of High Performance Capabilities in Some Carriers

In the past 3 decades extensive investments have been carried out to stabilize and enlarge the material-technical basis of the transportation system. The principal goal of the investment policy as an intrinsic constituent of the transportation policy has consisted and still consists in enhancing the performance of the transport system (while steadily improving the use of existing and newly emerging capacities) in order to meet the growing transport requirements of the national economy of our republic and the rising travel requirements of the population both in quantity and quality.

Correspondingly the capitalization of the transportation system has grown steadily since 1949 and at the present time amounts to over 103 billion marks; that is, 225,000 marks per worker. The transportation system's share in the financial basis of the entire national economy amounts at the present time to about 20 percent. This relatively high capitalization per worker arises primarily from the need to always reserve capacities which are as adequate as possible for dealing with discontinuous traffic fluxes both in goods traffic and in personal traffic.

The amount and structure of the capitalization has been perfected in accord with the requirements of reproduction conditions among the individual carriers and in accord with the development of scientific-technical progress. As the most important focal points in this connection may be mentioned

- a. increasing the performance capability of the transportation route network including transshipment facilities and transshipment technology and
- b. maintaining and extending transportation space capacities including the vehicles.

Thus for the railroads the most important task was to enhance the capacities of the route network and the assembly yards besides modernizing the locomotive park and the railway car park. A very important national economic task in this connection was the gradual electrification of important parts of the route network and the changeover to electrolocomotive and diesel locomotive traction. In the sequel, especially in recent years, substantial progress has been achieved so that the train traction percentages have developed as follows (values rounded off):

| | <u>1960</u> | <u>1972</u> | <u>1980 (plan)</u> |
|-------------------------------------|-------------|-------------|--------------------|
| Electrotraction and diesel traction | 5% | 64% | 94% |
| Steam traction | 95% | 36% | 6% |

The steadily growing proportion of modern types of traction, the mechanization of work in the assembly yards, the redesign of the route network, the concentration of the car-loading traffic and of the piece-goods traffic and the development of container traffic have altogether had the consequence

that the processes of production and transportation in the railroad have assumed a more rational and effective form.

A further focal point of original-fund policy is the maintenance and extension of the over-119,000-km-long road network. (Graph 8)

The persisting increase in road traffic and the increased performance of motor transport and in particular the high proportion of original-fund allocation for road transport facilities required the reconstruction of national and district roads. This created the prerequisites which guarantee a reliable and economical transportation process, which assure an enhanced permeability of the road network and which have made it possible for the performance of public motor transport, of work transport and for individual motorization to be able to develop in the assigned orders of magnitude.

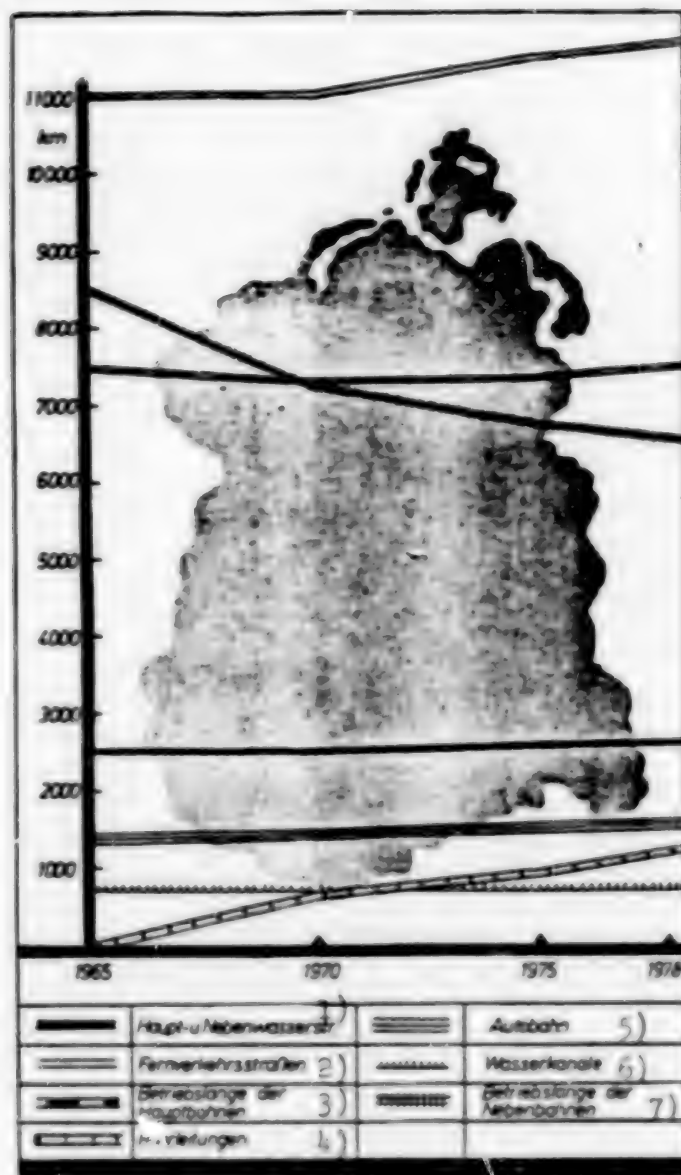
Immediately after the founding of the GDR work commenced with construction of the merchant fleet. After 30 years of development in this area our country has at its disposal a merchant fleet of 192 ships having a capacity of 1.9 million tdw and a transport performance of almost 63 billion ton-kilometers. To cope with the increasing sea-borne foreign trade at the same time efficient domestic harbor transshipment facilities have been created through which at the present time there are transshipped over 16 million tons of the most varied goods. Altogether, for example, in the year 1978, 5,396 ships of various countries were handled in the seaports of our republic. (Graphs 9 and 10) All these results bring out the outstanding achievements of the workers of the transportation system. Altogether around 7 percent of the workers in the productive area of our republic work in the transportation system. In the past 3 decades of the existence of our worker and peasant state through their diligent, responsible activity with their wealth of ideas and abundant initiative these transportation workers have steadily increased and strengthened the performance capability of the transportation system and have contributed largely to the achievement of accomplishment in meeting the rapidly rising demands for transportation and to the rational solution of the problems of goods transportation.

The workers of the transportation system have a high degree of responsibility for an essential phase of the national economic reproduction process. Through their work they demonstrate every day that they are conscious of the fact that their work influences that of the workers of the entire national economy.

In the 30 years of the existence of the GDR all workers have been able to convince themselves that thanks to their successful efforts toward increasing productivity their rising material and intellectual needs are receiving ever more satisfaction.

Through a series of central wage-policy measures on the part of our party leadership, on the part of the government and on the part of the trade unions the principle of material interest has become more and more effective

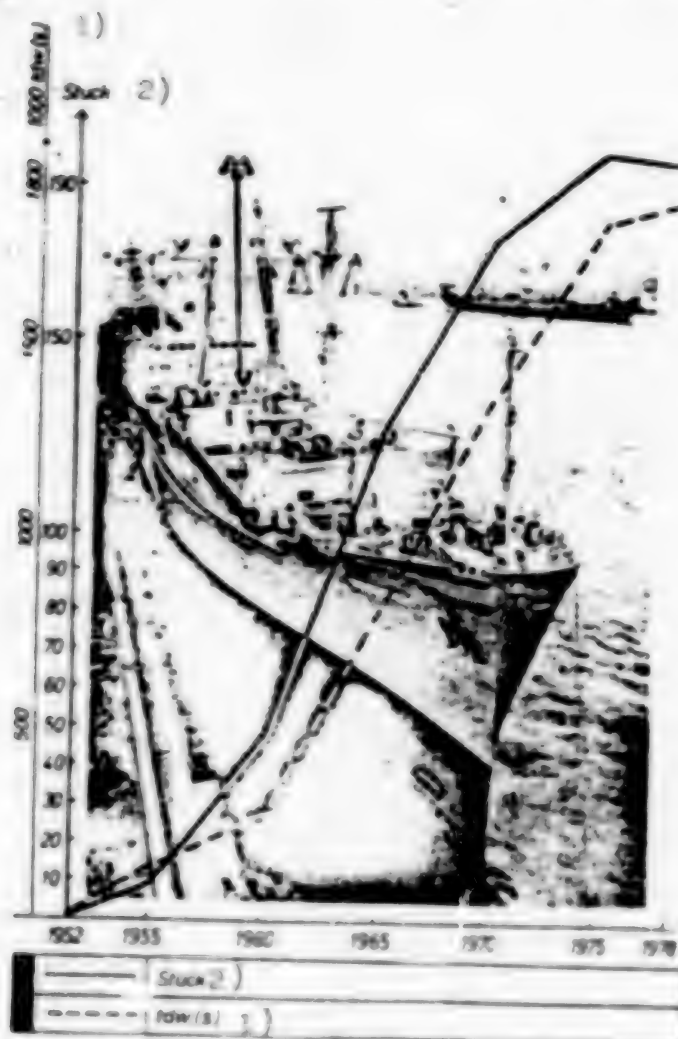
Graph 8. Development of Selected Transportation Routes



- Key:
1. Primary and secondary waterways
 2. Long-distance transport roads
 3. Operating length of the principal highways
 4. Pipelines
 5. Autobahns
 6. Canals
 7. Operating length of secondary highways

and payment in accordance with work performed has been carried out to an ever greater degree. The average monthly income of the workers of the transportation system rose in this period of time to 330 percent. In addition a number of further measures for the welfare of the workers have been adopted serving to improve health care and medical care, care for the workers and for children, the development of intellectual cultural life, of physical culture and of sports as well as recreation.

Graph 9. Development of the Merchant Fleet of the GDR



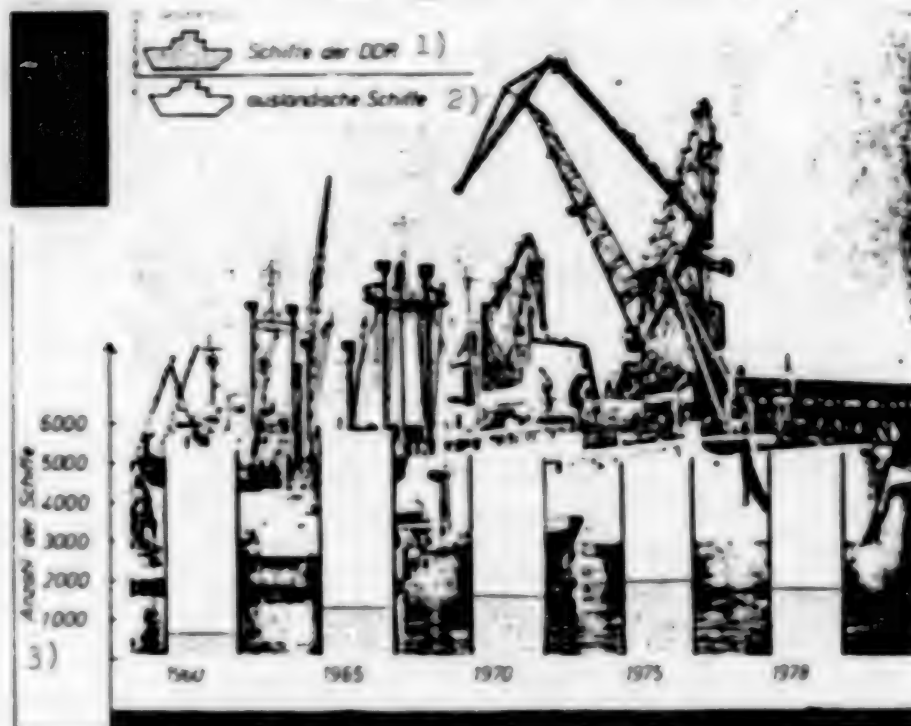
Graph 9. Entwicklung der Handelsflotte der DDR

Key: 1. Tons
2. Pieces

The development toward a unified socialist system of transportation in the past 30 years confirms the following fact: stability and continuity in the structure of transportation processes have been strengthened! The higher

level of accomplishment and the tempo of growth, especially in recent years, are a solid basis for further consistent achievement in carrying out the tasks set by the Ninth Party Congress of the SED.

Graph 10. Ship Traffic in the Ocean Harbors of the GDR



Key: 1. Ships of the GDR
2. Foreign ships
3. Number of ships

8008
CSO: 2300

PROBLEMS ARISING FROM PRIVATE CAR OWNERSHIP DISCUSSED

Hamburg DIE ZEIT in German Vol 34 No 47, 16 Nov 79 p 69

[Article by Marlies Menge: "Waiting for Trabbi--Whether East or West: Germans Love Their Cars"]

[Text] For a GDR citizen, a private car is the fulfillment of a long-cherished dream, a bigger event than birthday, youth consecration and wedding combined.

He has tender feelings for his car; it is washed, waxed and decorated.

Only, ideologists are worried: showing off, aggressiveness, egotism and other bad habits are about to become rampant.

The family was putting its best foot forward. The father in a dark suit with tie, the mother in a flowery dress, the children with fresh blouses. The big day had arrived: the car was ready to be picked up--a bigger event for the average citizen in the GDR than a birthday in childhood, youth consecration and wedding combined. For him a car is more than a few centners of tin (or plastic, as in the case of the GDR minicar Trabant). The leap from pedestrian to driver is so enormous that even the Trabant with its mere 26 horsepower fills its owner with fierce pride: "Okay, the Trabbi is a little slow, but the 100 [kilometers per hour] one can drive here on the autobahn, it can manage. Besides, it's all the same to me; for all I care, a wheelchair can overtake me."

A small car is better than none, but a big, fast car for most people is better than a small one, because a car is a symbol of prosperity and mobility, a fetish-like kind of merchandise. West Germans who of late have prudently traded in their big car for a small one, economical in gas consumption, meet only with a lack of understanding on the part of their GDR friends. A car makes a man in the GDR, as was ever shown in a movie

satire recently: A worker gets a car of a type such as is normally driven only by high officials; the limousine changes his life; previously only one of many, now, with his new car, he is suddenly respected, courted, accorded preferential treatment.

"Many a person," the WOCHENPOST wrote recently, "drives according to the slogan 'Show me your car, and I will tell you who you are.' The guild of the vain is frighteningly large. Its statutes make it an absolute duty to drive in line with the power of the engine (and purchase price of the car).... They see red--no, green--if their Dacia (a big-horsepower Renault from Romania) is overtaken by a lousy Trabbi. But also many a Trabant driver thinks he can compensate for his inferiority complex by driving aggressively." The paper notes further: "The elbow has come into fashion. Showing off, aggressiveness, egotism and other bad habits are about to become rampant."

Tender feelings are limited to the car, which is washed, waxed and decorated, with the decoration being the same in both German states--the seat embroidered with the license number, the crocheted roll of toilet paper, plastic flowers behind the windshield, baby shoes on the rearview mirror. In a state which rules with the claim that socialism improves man, it is a momentous question whether owning a car promotes philistinism and a petit bourgeois attitude.

Presumably, the patriarch of the GDR, Walter Ulbricht, intended to circumvent this very question when he threw the switches in the early years. Things other than prosperity and a car were to be more important for his citizens. The production of cars was begun rather hesitantly. The effect of this can be felt to this day.

With about 60,000 Trabants a year and about 115,000 Wartburgs, GDR production is hardly at an international level. Nor can the additional imports of about 100,000 cars a year satisfy the eager demand of the population. The major part of the imports comes from the Soviet Union--the Fiat Lada, Moskvich, Volga and Saporoshets--with the CSSR following at a proper distance with the Tatra and Skoda. Then there is the Dacia from Romania, the Fiat Polski from Poland, the Zastava from Yugoslavia, the Volvo from Sweden and the so far one-time delivery of not quite 10,000 Golfs [VW Rabbits] from the FRG.

By 1978 every seventh inhabitant of the GDR had managed to have a car. One explanation for the doting affection of many a driver for his car certainly is the fact that it is not exactly easy to become the owner of such a vehicle. A billboard advertising a Wartburg on the access road leading from East Berlin to Schoenefeld Airport is bound to have a mocking effect on GDR consumers: "If I go and order a car, I have to wait at least 10 years for it." Thus a car has no trouble attaining the standing of an unhappy love affair of many years on the scale of one's dreams.

The family which, all decked out, went out to get its Trabant from Berlin-Rummelsburg in the fall of 1979 had ordered it in March 1971, had received a registration number and time and again had checked at the car showroom at Unter den Linden on how far the numbers had progressed. "As late as last year," the wife told me, "there were still thousands ahead of us." This summer finally came a registered letter from the showroom with an agreement to purchase enclosed. "You go there and complete the purchase agreement. They ask you, for instance, what color you want. If you shove a blue bill (100-mark note) across the desk, you may get the color you would like."

If one buys through Intershop or the Genex Gift Service and can offer hard currency, one gets cars that normally do not exist in the GDR, or GDR cars are cheaper there--a Trabant costing DM 5,000 rather than 8,000 and a Wartburg 8,500 rather than 17,000. Above all, one need not wait 4 to 12 years for his car, with the waiting period being the longest in the case of the Wartburg and the Trabant. "My sister met a man," a friend recounted. "One year later they got married. After 3 years he became ill and died. Four years after he had died, a car was delivered which he had ordered long before they had first met." A 17-year-old youth said: "When I get to be 18, the first thing I'll do is to go and order a car. If I am lucky, I will get it when I can drive my children to school." And if he does not want it then, he can sell his right to a car for a lot of money--1,000 marks.

If, for example, one lives outside Berlin and therefore has to wait for a car even longer, one is ready to offer without ado 50,000 marks for a Volvo which sells for 42,000 in Berlin. Large sums are offered to avoid waiting. Thus in newspaper advertisements 19,000 marks are asked for a Wartburg which costs 17,000 new, even though it has already been driven 23,000 kilometers and was made in 1975. For the same type of car, a 1973 model, with 55,000 kilometers, a seller will ask for the price of a new one. Not only money is offered for the golden calf. Unused electric equipment, a pump hot water heater, stamp collections, even shoreside real estate is offered for cars in advertisements. The same goes for spare parts. Advertisements will offer a garage in exchange for an exhaust assembly, a concrete mixer for four Wartburg doors, wall tiles and a hedge trimmer for a Trabant trailer coupling.

There is even a marketplace for used cars. By apparently tacit agreement, some side street or other is turned into such a market. In East Berlin, it is near the Baumschulenweg S-Bahn [intraurban electric railroad] station. There cars are parked with sales offers on the windshield. Often windows are left open just enough to make it possible for offers to be thrown inside. Sometimes one can read these from outside. Up to 30,000 marks are offered for a little used Golf which cost 19,000 new, as much as 14,000--or almost double the list price--for a brand new Trabant. Our Trabant family almost paid for its new car with its used Trabant--9 years old and driven 68,000 kilometers. It got 8,000 for the old car and paid 8,600 for the new one, with all the extras.

Another few prices: Saporoshets 12,000 marks, Skoda 13,000 marks, Moskvich 18,500 marks, Lada 20,000 marks, Polski Fiat 22,000 marks, Dacia 23,500 marks. About half of the cars permitted in the GDR are Trabants, 19 percent are Wartburgs, 11 percent Skodas, 8 percent Moskviches, with the other brands making up the rest.

In the next few years the GDR plans gradually to switch from its air-polluting two-stroke engines to the less pollutive four-stroke engines. The car as a pollutant is not an issue in the GDR, however. It is quite an exception for the author Guenter Kunert to have written in the last issue of SINN UND FORM that "a socialist automobile--it is to be feared notwithstanding all 'scientific' weltanschauung--emits the same poison as does a capitalist one, and it is not guided at all by who drives it." The GDR and the CSSR plan jointly to produce the first common CEMA car. The Zwickau Sachsenring (Trabant) from 1984 on is to manufacture up to 340,000 cars with four-stroke engines a year.

It remains to be seen whether the planners have taken into account the consequences of Zwickau releasing 340,000 rather than the previous 60,000 cars annually into GDR traffic. As yet there is a lack of highways, rest areas, gas stations, auto repair shops. Just to cover the need for repair shops more or less, there are about 100 privately owned garages in East Berlin alone. For example, the owner, his wife and four auto mechanics work in such a garage in Pankow. With about 100 regular customers a year, they handle about 1,000 repairs. If you want a job done in early December, you have to make an appointment in early October. And then it can happen that the spare parts needed for the repairs are not available. The other day a Berliner had his car stolen. A couple of days later the police found it somewhere in a wood. The seats had vanished. There was a piece of paper lying in the car which read: "I am sorry, buddy. If I had been able to buy the parts, I would not have swiped them from you."

8790

CSO: 2300

PRODUCERS COMPLAIN OF PRICES, SNAGS IN DISTRIBUTION

Budapest SZABAD FOLD in Hungarian 16 Sep 79 p 5

[Article by Ferenc Sardi: "The Road for Vegetables and Fruit Is Not Green"]

[Text] It is rumored throughout the country that [state] procurement of produce is unorganized and unsatisfactory. This is causing considerable losses for the producers. In Gyor-Sopron Megye, for example, they were left with large amounts of cucumbers on their hands, and in Bacs Megye [state] procurement of green peas, peppers, string beans and tomatoes caused problems. Similar observations have been made in other megyes. In Szolnok Megye the Zoldert enterprise contracted for 3,000 quintals dessert grapes, but by 1 September had only taken over a total of 800 whereas dessert grapes do not withstand long storage.

One objection of the producers held that at times harvested peppers, tomatoes, cucumbers, green peas and other vegetables had to wait 4 or 5 days before they were picked up. Nor are the producers pleased by the fact that the purchasers were not informed about price increases, though this was not often. Consequently, the produce was purchased at old price for 2 or 3 days.

Wherever we went we heard the complaints that Zoldert's procurement and marketing were inflexible. The law of supply and demand is not realized in the consumer prices. Occasionally the stores do not receive permission to change prices for days. The result is that the private entrepreneur can lower prices twice due to an ample supply, while the Zoldert stores continue to offer vegetables at the same price. Thus people are disinclined to shop at these stores.

Another nationwide problem is that Zoldert is only willing to buy produce in the quantities specified by the contract. Thus surplus harvest remains unsold and is lost. What happens to the surplus harvest? That is what the producers ask. But the state buyers cannot reply. All they can say is that we have received permission only to buy the contracted amount.

Not only the producers, but the General Consumer and Marketing Cooperatives [AFESZ] also say that relations with Zoldert are not satisfactory. They

are consulted by Zoldert only when forced to by problems it cannot solve. We found this in Szolnok Megye when Zoldert did not accept delivery of the grapes on time. On this occasion, too, the General Consumer and Marketing Cooperatives came to the rescue. Dr Jousef Toth, Director of the Szolnok Megye Secretariat of the General Consumer Marketing Cooperatives said that the leadership of the megye 15 cooperatives were called and asked to take over as much of the grapes as they could from the producers. When there is a large supply, the practice of the General Consumer and Marketing Cooperatives is to market the grapes at lower prices. If they offer the grapes at 8 forints per kilogram at least the crop can be sold and will not be wasted.

The period of mass buying up of produce is just beginning. What can be expected for the potatoes, cabbages, fleshy root plants and winter apples.

Because we got no adequate reply from the [state] procurement agencies in the megyes, we sought out the Zoldker Enterprise, which incorporates 19 Zoldert stores. After we had told of our experiences throughout the country, Deputy Executive Director Dr Laszlo Kenyeres answered our questions.

[Question] Does the enterprise consider itself responsible for the fact that a considerable portion of produce was not procured [by the state]?

[Answer] Only partially. Let us begin with the fact that we supply 50 percent of the population's consumption of vegetables and fruit in summer, and 70 percent in winter. The balance is supplied by other marketing institutions and by private trade. Zoldert operates a total of 2,000 such stores in the country. Of these 500 are operated by Zoldert in Budapest, whereas 1,100 private merchants are in operation.

[Question] What is the explanation for the fact that you buy up only produce that has been contracted for.

[Answer] We do not have marketing and warehousing for more produce. It is true that we gave directives to only procure contracted produce.

[Question] In other parts of the country, however, producers are indignant because even the contracted produce was not picked up.

[Answer] This is not in conformance with the truth. The situation was only that we simply could not receive the total volume of supply offered at one time. It would be for naught to send three times as much produce to the stores if the buyers needed only one-third that amount. Unfortunately, no one speaks of the responsibilities of production. What we ask is that harvesting be scheduled. In fact, planting should be scheduled so that the various crops do not ripen all at the same time.

[Question] Besides what you have mentioned what are the other responsibility burdens of the producer.

[Answer] Among other things is that the producer also deliver the more sought after produce. In these cases, unfortunately, they abrogate the contracts. During the past year, for example, we contracted for production of 130,000 carloads of produce. We could buy only 90,000 carloads from the producers because the open market price was higher at that time. There was a record crop of cucumbers this year, and we bought up considerably more than the contracted amount.

[Question] Why was the Szolnok megye grape procurement omitted? A contract was concluded for their production.

[Answer] We bought 800 quintals during the first 2 weeks, which was equal to approximately one-third of the contracted amount. The final date for receipt of the 3,000 quintals was 31 October. Thus in this instance, also, we requested continuous delivery.

[Question] Why doesn't the [state] procurement price list arrive in time at the purchase sites.

[Answer] In every case the center dispatches the price list 48 hours in advance. If it nevertheless occurs that the price list is not utilized in time, the fault is to be found at the procurement site.

[Question] It is said throughout the country that Zoldert operates in a rigid manner, and the effect of supply and demand is not reflected in prices. This is why melons are sold for days at the same price, while private merchants are selling melons at 2 or 3 forints less.

[Answer] I have also experienced this. I personally notified the stores to sell melons at 2.50 forints per kilogram, but the next day the store was still offering melons at 4 forints. Naturally, in such cases we institute proceedings against the price violator. We admit that in state trade, with its chain marketing, price setting cannot be as elastic as in the case of the individual private merchant.

[Question] What is the explanation for the exceptionally large differences between the [state] procurement prices and retail prices.

[Answer] This also is explained by the concomitants of the marketing chain. AFESZ buys [the produce] from the producer, Zoldert buys it from AFESZ, and from here the produce arrives at the stores. Each trade organization adds its price component to the produce. In addition, there is product loss at the time of state purchase and arising during shipment due to spoilage. In the case of rapidly deteriorating products Zoldker unfortunately operates at a loss.

[Question] But in our opinion trade operations could be more profitable with better and faster work of well trained specialists. What is the professional training of enterprise personnel.

[Answer] In the stores 40 to 50 percent of personnel are trained but this ratio is lower with the procurement personnel.

[Question] What may we expect during state purchasing in the fall. Does wholesale trade have adequate storage space available. We have in mind the procurement and storage of potatoes, root crops and winter apples.

[Answer] We have the capacity for buying up and storing as many potatoes as needed by the country. The same cannot be said of root plants. The storage of root crops unfortunately at the moment has not been solved. We have 50 percent available storage space for winter apples. Grapes, on the other hand, still cannot be stored. We believe that no one can expect our enterprises to buy up more vegetables and fruit than is needed by the consumers, or than can be stored, with this Deputy Executive Director concluded his response.

What, therefore, is to become of the products that cannot be bought up by the market? This question remains open. The affected agencies must continue to seek a solution. In our judgement the only way out is for the processing industry to undertake immediate improvement. We must also be cognizant of the fact that we can export more produce than the present level if greater attention were focused on protecting product quality and packaging. This, however, is the task of agricultural experts and to insure that production is better scheduled than in the past. In other words, what is needed is complex measures through which labor intensive and agricultural products produced at great costs can be saved and utilized.

5200

CSO: 2500

GKKFIS COMMUNIQUE ON PENALTIES FOR SOCCER PLAYERS NOTED

Warsaw GLOS PRACY in Polish 28 Nov 79 p 7

[Text] GKKFIS Communique--In connection with the filed revocation of the decision of the Polish Soccer Union (PZPN) Board on the penalties imposed on four representatives of Poland for improper behavior during the trip and visit of the first team to Holland from 16 to 18 October 1979, a meeting was held on 27 November 1979 in the Main Committee for Physical Culture and Sport (GKKFIS) of the GKKFIS Discipline and Club Colors Changes Commission with the penalized players, representatives of clubs and reporters.

During the meeting the players self-critically evaluated their improper conduct.

The GKKFIS Commission on Discipline, after carrying out a detailed explanation procedure and taking into consideration the attitude which the players displayed, and, at the same time, the unquestionable fault of violating ethical and moral norms binding in sports, decided to uphold the following penalties:

--for Zbigniew Boniek ("Widzew" from Lodz) and Stanislaw Terlecki ("LKS" from Lodz)--6 months' disqualification with suspension for a period of 1 year;

--for Grzegorz Lato (from STAL in Mielec) and Antoni Szymanowski ("Gwardia" from Warsaw)--3 months' disqualification with suspension for a period of 1 year.

The commission, in announcing the suspension penalties, is convinced that the players will draw appropriate conclusions from the decisions that were made.

The commission accepted in full the assessment of the PZPN Board with regard to the team leadership, which did not fulfill the responsibilities emanating from its duties and accepted the organizational and disciplinary sanctions.

CSO: 2600

BRIEFS

FIRST POLISH HELICOPTER--Design and technological work on the production of a Polish helicopter has ended successfully. This work was conducted by a team from the Swidnik Transportation Equipment Plant (WSK Swidnik) led by the chief design engineer, Eng Stanislaw Kaminski. The prototype of the first Polish helicopter, the W-3 named "Sokol" [Falcon], was made at Swidnik and incorporates the newest solutions in aviation technology. The use of a windshield made from tempered glass instead of plexiglass has greatly improved flight safety conditions and comfort. Transportation equipment plants from all over Poland as well as the Aviation Institute have collaborated on this modern construction. The "Sokol" has fourteen seats, twelve of which are passenger seats. It is an aircraft with a multi-role character, capable of performing various functions according to need. The announcement of the prototype's construction and first flight was made by Eng Wieslaw Mercik during plant Party conference discussions. [Text] [Warsaw ZYCIE WARSZAWY in Polish 20 Nov 79 p 1]

CRZZ-SGPiS TRADING ACCORD--The chairman of the Central Council of Trade Unions (CRZZ), Wladyslaw Kruczek, met with a group of scientific-didactic employees of the Main School of Planning and Statistics (SGPiS) on occasion of the 10-year existence of the social policy post-graduate studies at the school. It had launched active contacts of the CRZZ with the higher schools for increasing the knowledge and raising the qualification of the trade union movement activists. Cooperation will be continued and its scope and goals are spelled out in the new agreement between the CRZZ and the SGPiS, which was signed during the meeting by the CRZZ secretary, Mieczyslaw Grad, and the director of SGPiS, Prof Dr habilitatus Stanislaw Nowacki. According to the agreement, the SGPiS obligates itself, among other things, to form under the Faculty of Economics and Social Sciences a specialized group for trade union activists and to participate in the preparation of academic materials needed for training the work forces in economics. The SGPiS is also to assist in the formation of a Central Trade Unions School which was proposed by the CRZZ. The anniversary became an occasion for honoring the most deserving SGPiS employees in connection with the course with state decorations. Zbigniew Bablewski and Andrzej Pawlowski received the Order of Polonia Restituta Knight's Crosses. [Text] [Warsaw GLOS PRACY in Polish 28 Nov 79 p 1]

PORT INFORMATION CLAMP DOWN--GLOS WYBRZEZA [Gdansk] reports that the Maritime Agency has announced that information concerning (merchant) ship arrivals at and departures from our ports has been cloaked in secrecy. An harassed clerk from the Maritime Agency stated that he is permitted to release exclusively and only the ship's name, the [M/S] Zygfryd Ossowski, and that is it. Ship traffic in our ports has always been made public in the local press. Presumably this traffic now has become so lively that coastal newspapers cannot print nor can the Maritime Agency release the information fast enough. [Text] [Warsaw POLITYKA No 45, 10 Nov 79 p 16]

CSO: 2600

YUGOSLAV-AUSTRIAN ECONOMIC COOPERATION

Belgrade PRIVREDNI PREGLED in Serbo-Croatian 26 Oct 79 p 5

[Article by Ljubomir Krasojevic: "A Successful Beginning of Cooperation Between Steyr and Fobeda"]

[Text] The group of Yugoslav economic journalist who have recently visited Austria, at the invitation of this neighboring country's economic chamber, also went to see the directorate of the firm STEYR-DAIMLER-PUCH AG in Vienna. During the talks with the representatives of the firm, the Yugoslav journalists were given the opportunity to become acquainted with one of the leading economic firms in Austria, and particularly with the cooperation being realized with the Yugoslav organizations of associated labor.

The firm STEYR-DAIMLER-PUCH is not only one of the oldest in Austria (it was founded at the end of the last century), but is also the fourth most developed firm in this country. In its production potential, which includes six factories, this firm produces a wide range of trucks, special terrain vehicles, tractors, hunting weapons, rolling and sliding bearings, forestry machinery, as well as bicycles and motorcycles.

Most of this industry's products enjoy high renown on the world market, which makes possible a dynamic development and a constant improvement of the production structure. The firm STEYR-DAIMLER-PUCH, with 17,000 workers, realized last year a production value of 11.4 billion shillings. The percentage of exports rose from 47 percent in 1977 to 65 percent of the total production last year, while realized investments came to 750 million shillings.

A Significant Partner

The growth trend this year will be approximately 20 percent. Such predictions are already being successfully realized because, as we were advised, the firm STEYR-DAIMLER-PUCH realized in the first half of this year a production in the value of 6.3 billion shillings, which brought about basic changes in the production structure--a greater production of tractors and agricultural machinery.

In addition to its Austrian factories, this firm owns production facilities in Greece, which produce tractors, and Spain, which is where the production of bicycles and motorcycles is organized. During the middle of this year, the Austrian firm opened a factory in Nigeria as well, which will produce 8,000 trucks and 2,000 tractors. A voluminous and varied production is being sold on all five continents, and the distribution is handled by the 170 distributorships that the firm STEYR-DAIMLER-PUCH has throughout the world.

Such a wide spectrum of production leads to the logical conclusion that this Austrian firm could be a significant economic partner for a certain number of Yugoslav organizations of associated labor. At the present time, when our economy is evidencing a considerable payment deficit vis-a-vis the Austrian economy, such cooperation could be of exceptional significance in ameliorating the current imbalance.

In proportion to the needs of the Yugoslav economy, the firm STEYR-DAIMLER-PUCH had considerable influence on the volume of trade between Yugoslavia and Austria. In years past, for example, several thousands of certain vehicles for special purposes were imported into our country. However, this could not apply to trucks, because the production of all types of commercial vehicles, particularly trucks, has been developing very dynamically in our country.

The longest tradition, however, dating from 1950, is in the area of production, i.e., imports of tractors. It has been calculated that during this period the Austrian producer has delivered approximately 13,000 tractors to satisfy the needs of Yugoslav agroculture. In the past few years the interest in this has completely decreased, because the possibilities for selling tractors could be realized only on the basis of payment in kind. As far as cooperation in tractors is concerned, the Austrian firm had the best results with the agricultural combine BEOGRAD.

Favorable Announcements

The relatively satisfactory cooperation between the Yugoslav organizations of associated labor and the firm STEYR-DAIMLER-PUCH during the past years made possible the successful conclusion of certain agreements concerning long-term cooperation. This has been expressed in the contract with the POBEDA agricultural machinery firm in Novi Sad, which, in April of this year, signed a long-term industrial cooperation contract with the Austrian firm. The contract was recently approved by the corresponding Yugoslav organs as well, so that steps have been taken toward the realization of the agreed upon volume and form of cooperation.

The STEYR firm will deliver to POBEDA tractors ranging between 100 and 150 HP, with a plowing depth of 70 centimeters, while a considerable number of parts will be manufactured in the Novi Sad plant. POBEDA will also receive the license and engineering plans for tractors of up to 50 HP, which are used in vineyards, orchards and other such areas. They are to be produced in two variants--four- and two-wheel drive. The distribution of these tractors will be entrusted to POBEDA, who will export them to Austria as well as other markets.

The Novi Sad plant will have available also the license and engineering plans for trailers as well as [word illegible], in addition to tractors of up to 180 HP. The contract specifies that the production of tractors on the basis of long-term cooperation will start in 1982. POBEDA is to produce 600 to 1,000 tractors, and the value of cooperation is to increase to between 60 and 150 million shillings the following year.

The Austrian firm has also begun successful cooperation with the wood industry organizations SIPAD and KRIVAJA in erecting the most modern equipment for the harvesting of forests and movement of woodmass in Bosnia and Hercegovina. This cooperation was preceded by several years of research in the wooded areas of our country, so that appropriate machines, with high work productivity, could be produced to harvest the wood.

In securing the equipment, the STEYR firm is cooperating with a Swedish firm, so that the work of introducing the most contemporary technology for the harvesting of forests in Bosnia and Hercegovina is proceeding smoothly. In addition to the forest-harvesting equipment, the cooperation is spreading to include the delivery of special trucks for the transportation of wood, cable cars and other equipment.

9110

CSO: 2800

YUGOSLAVIA

BRIEFS

SOVIET DELEGATION IN ZAGREB--A USSR delegation led by Vladimir Nikolayevich Novikov, Deputy Chairman of the USSR Council of Ministers, arrived on Thursday for a one-day visit to Croatia. In the talks with the Croatian delegation, headed by Petar Flekovic, president of the Executive Council of the Assembly, the interest of Croatia for expanding the economic cooperation was emphasized, especially in mechanical engineering, construction industry, shipbuilding, joint investments for new cokeres, tourism, etc. On this occasion Felkovic informed the members of the Soviet delegation with the development plans of the Croatian economy, which has a significant share in total Yugoslav economic relations with the USSR. Vladimir Nikolayevich Novikov stated his impressions about the visit to the Krsko nuclear power plant and spoke about a possibility of cooperation in this field. General directors of Croatian work organizations which participate the most in the trade with the USSR ("Rade Koncar," "Djuro Djakovic," "Jugoturbina," "Nikola Tesla," "INA") were present at the meeting of the two delegations. N. N. Rodionov, the USSR ambassador to Yugoslavia and Valentin Gusev, the USSR general consul in Zagreb were also present at the talks. [Text] [Zagreb VJESNIK in Serbo-Croatian 2 Nov 79 p 16]

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